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May 29, 1919, Temperature 76.

Rainfall 0.00 inch.

Humidity 79.

May 29, 1918, Temperature 77.

No. 17,476.

號九廿月五年九十壹百九千壹英

HONGKONG, THURSDAY, MAY 29, 1919.

日一初月五年己未歲年八國民華中

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TEL. No. 636.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

THE AFGHAN BOMBERS.

SIMLA, May 26.

Our aeroplanes report that large numbers of the enemy are retiring westwards between Jallalabad and Kabul. It is reported that stores of munitions are being moved from Jallalabad to Gandamak. Tirah is quiet. Good reports regarding the Afridis are received. The attitude of the Mohmands, in spite of the strain on their loyalty caused by the presence of Afghan troops and leading mullahs in their country, is excellent. The 13rd Chitral Scouts and Mehtar's bodyguard co-operated with our movable column in attacking the Afghan regulars and tribesmen who are holding a line on the Bashgul river. We gained all our objectives. The enemy fled towards Asmar, leaving four guns and a large number of arms and stores in our hands. Their dead were estimated at 250. Our casualties were comparatively slight. The Chitral scouts suffered most heavily. Only eight were killed but 23 were wounded. This was the second action for the Chitralis, who fought well. The Dikka front is quiet. Nothing else is reported.

Reuter's special correspondent at Peshawar wires on the 25th that strange stories, since confirmed, have reached Dikka of happenings at Jallalabad, where thousands of tribesmen, including 2,000 Tirah Afridis, collected under pretence of response to the Amir's recruiting proclamation. It is stated that the Amir promised arms and ammunition but the real object was the loot of Jallalabad. The attitude of the Afridis and others was so truculent that the Governor of Jallalabad evasively replied to their demand for arms. He doled a little ammunition to the Afridis, who next claimed rations and subsistence allowance. When this was refused, they insolently said the Amir was breaking the traditions of Afghan hospitality and asserted that previous Amirs had treated tribesmen visiting Jallalabad and Kabul as state guests. The Afridis and others, ripe for mischief, returned sullenly to the bazaar. Next morning a ceremonial parade of the troops was held, and bombed by our airman. As the bombs dropped the troops broke line and ran to cover. This movement was misinterpreted. The cry reached the bazaar that the regulars were evacuating the town. Panic followed, affording an opportunity for the Afridis and others to loot the bazaar. Private houses, government stores, barracks, and officials' residences were attacked and burnt. The Afghan troops fired on the mob who retired unpursued. The Afridis are returning to their homes loaded with loot. Exaggerated stories of loot are spreading on the frontier and will undoubtedly incite a fresh horde to pour into Jallalabad and the upper Mohmand. Reports of the retirement of Jan Badshah's Afghan regulars and the evacuation of Jallalabad are very probable, if it have not already happened. The chief authority in Afghanistan to day is not the Amir but Saleh Mohmand, the chief commander, who will probably dictate the answer to Mr. Barrett's reply to the Afghan proposals for an armistice. The fact that our airman have blown up the arsenal at Kabul makes it imperative that such an answer should be a real appeal for peace.

SIMLA, May 27.
British arms followed by British troops have had a wonderful effect in the occupied territories on the Khyber front. The local peasantry at first fled but are fast returning and are busy with an almost record harvest. Supplies are arriving freely. The peasants naively say that if we promise not to tax them, they will welcome British rule. Meanwhile peace reigns on all fronts. The fast of Ramzan which commences on May 31 then prevents the enemy from actively fighting. During the recent fighting bombs were freely used in turning out the gunners from their shelters and clearing the brows of the hills. Doubtless they will form the essential weapons of future mountain warfare.

The Dikka front is quiet. General Nadir Khan, who has arrived at Matun, is now beginning to show signs of activity. A mixed force of Khosht tribesmen and Afghan regulars advanced down the Kaitu river and crossed our border in the direction of Spinward. Our small frontier post there has been safely withdrawn. Similar measures were taken in the case of exposed posts on the upper Tochi which were liable to attack in the event of a tribal rising on the Khosht or Birmal border. Some Afghan regular troops with a Khoshtwal lashkar are reported to be taking up a position on the right bank of the Kurram river opposite. The general officer commanding in Baluchistan reports the capture of Baladak Fort.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

VIEWS AND NEWS BY HAVAN.

FRENCH PRESS CORDIAL TO ITALY.

PARIS, May 21.

French papers urge the absolute necessity of a thorough political union between France and Italy in spite of the accidental ill humour of the Italian people in connection with the slow management of the Adriatic question. The future of Europe almost depends on good understanding and faithful friendship between the two great Latin nations. Referring to the German Note, Paris circles state that the Allies are not to be beguiled into a match at casuistry. The discovery that Germany is unrepentant, having learnt nothing from defeat, drew tight the slackening bands of the Alliance. The Allies have no differences about imposing their peace terms on Germany.

A decree has been signed by President Poincaré allowing the importation of raw materials. The French Chamber of Deputies has concluded its debate on the Bill to allow women to vote at municipal elections. A counter proposal extending woman suffrage to all elections was adopted by 344 votes to 97.

Bread tickets will not be distributed for June. It was decided by the French ministry of Supplies that sugar will continue to be supplied in exchange for coupons.

The Paris Bourse has maintained a firm tone, prices closing higher.

ALLIES' REPLY.

PARIS, May 23.

[The first part is missing.]

The Allies' reply says the German Note specially complains of the loss of coalfields but does not notice that a fourth of the pre-war consumption was within the territories being transferred. The Note further does not account for 80,000,000 tons of lignite, none of which is derived from these territories. Among the most wanton acts of devastation perpetrated by the Germans was the almost complete destruction of the coal supplies of northern France, obliterating the entire industry with calculated savagery, the result of which would be a grave and prolonged shortage of coal. The Allies were unable to accept the Note's speculative estimate of the future conditions of German industry as a whole. They were vitiated by palpable exaggerations. There is no reason why the Germans who were responsible for the war should not also suffer from the widespread economic disaster produced thereby. The reply refutes the German assertion that the peace conditions logically involve the destruction of several millions of Germans, pointing out that the Allies have sustained far greater losses due to German initiative and conduct of the war.

SILVER.

SINGAPORE, May 25.

Montagu's report says the restoration of the freedom of the silver market was accompanied by a healthy return of business. Supplies were plentiful and the hitherto anticipated continental demand was slowly but surely resuming. Export licences will be granted freely when the abundant supplies from America are cleared off and when the continent has awakened up prices will perhaps be robust. Shanghai exchange is 5/12 the tael.

STROMBOLI ACTIVE AGAIN.

SERIOUS LOSSES.

ROME, May 22.

Stromboli is violently erupting and causing fires. Simultaneously a tidal wave in ten minutes proved most destructive. The victims are numerous.

GERMANS BUSY.

BERLIN, May 22.

Herr Scheidemann, accompanied by Dernburg, Erzberger and Bernstorff, has gone to Spa to meet the German delegation from Versailles to decide the final wording of the German counter proposals.

CAUSE OF DESPENDENCY.

DESPENDENCY is often caused by indigestion and constipation, and quickly disappears when Chamberlain's Tablets are taken. These tablets strengthen the digestion and move the bowels. For sale by all Chemists and Storekeepers.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

PEACE.

"MIDDLE OF JUNE" NOW.

PARIS, May 22nd.

It is pointed out that the extension of the time limit will not delay the signing of the Peace Treaty, as each German proposal is considered immediately and the reply sent very promptly.

It is generally thought that, after the final German observation has been replied to, the Germans will be given six days to sign the Treaty. Thus, the middle of June is indicated as the probable date.

It is emphasised that, as regards questions not affecting main principles, the disposition of the Allies is one of give-and-take.

FOR THE L.O.N.

PARIS, May 22nd.

The Associated Powers, replying to the German Note relating to the League of Nations, state that the proposals can be discussed when the League has been constituted.

The reply deals sympathetically with certain German suggestions, such as the establishment of a system of impartial commissions for conciliation, freedom of transit, and the economic relations between different peoples. The reply points out that the Covenant does not prevent the adoption of the German proposals, some of which will be submitted to the League in due course.

HUNGER STRIKE IN PARIS.

PARIS, May 22nd.

Forty demonstrators were arrested on May 1st. They have begun a hunger strike.

BOLSHEVIST WAR.

STOCKHOLM, May 20th.

The Estonian attack on Petrograd has begun. One force has reached Molokan, a half-way between Narva and Petrograd, another is advancing to cut off all communication between Pskov and Petrograd; a third force has invaded Letland, threatening the Lettish Soviet Republic.

PREFERENCE PROBLEMS.

THE TEA TRADE.

LONDON, May 21st.

In the House of Commons, during the preference debate, Mr. F. D. Acland argued that under preference it would not pay to bring ordinary China and Java teas to England. Consequently, British traders would be deprived of material for making cheap blends, and exports from China and Java would find fresh outlets in foreign markets in competition with British teas. He invited Mr. Chamberlain to lay on the table any despatches from the Governments of India and Ceylon concerning his proposals.

Mr. Chamberlain, replying, said that if it did not pay to bring Java tea here, that was to say, if there was not 2d. difference between Java and Indian teas, the poor people of Britain would get the better Indian tea at the same price as they used to pay for inferior Java tea. (Cheers.)

Mr. Chamberlain declared that, under preference, the British consumer would get tea cheaper and buy more tea. Therefore, there would be a greater demand here for Indian and Ceylon teas.

The logical outcome of the argument that British tea-growers would be driven out of foreign markets by competition with Java and Chinese teas hitherto sold here was that the British markets should be protected, not against, but in favour of the foreigner, so that he should be induced to send his products here, in order that Britain might not suffer from tea competition elsewhere. Was ever the free trade argument reduced to such an absurdity? (Cheers.)

SKY AFFAIRS.

PARIS, May 22nd.

Brigadier-General Seely has arrived to inaugurate the International Aeronautical Convention which will regulate civilian flying.

LONDON, May 22nd.

The Daily Mail announces that, if Mr. Hawker and Captain Grieve have succeeded, the prize of £10,000 will be divided between Mrs. Hawker and Capt. Grieve's next of kin in the proportion that the airman and navigator agreed to share the prize.

Furthermore, a further £10,000 is allocated for the flight, which is still open.

At a dinner to celebrate the International Aeronautical Convention, Brigadier-General Seely said the Commission would fix the aerial laws in a few weeks. It had taken two centuries to fix sea laws. He was of opinion that the former would be more generous than the latter.

General Botha said the Convention would be one of the finest instruments for the safety of the world. It would ultimately lead to a world peace.

Sir Robert Garran said that no part of the world had more to expect from aerial developments than Australia. Both internally as well as internationally, the aid of rapid communication, would peoples of the world get to know and understand each other.

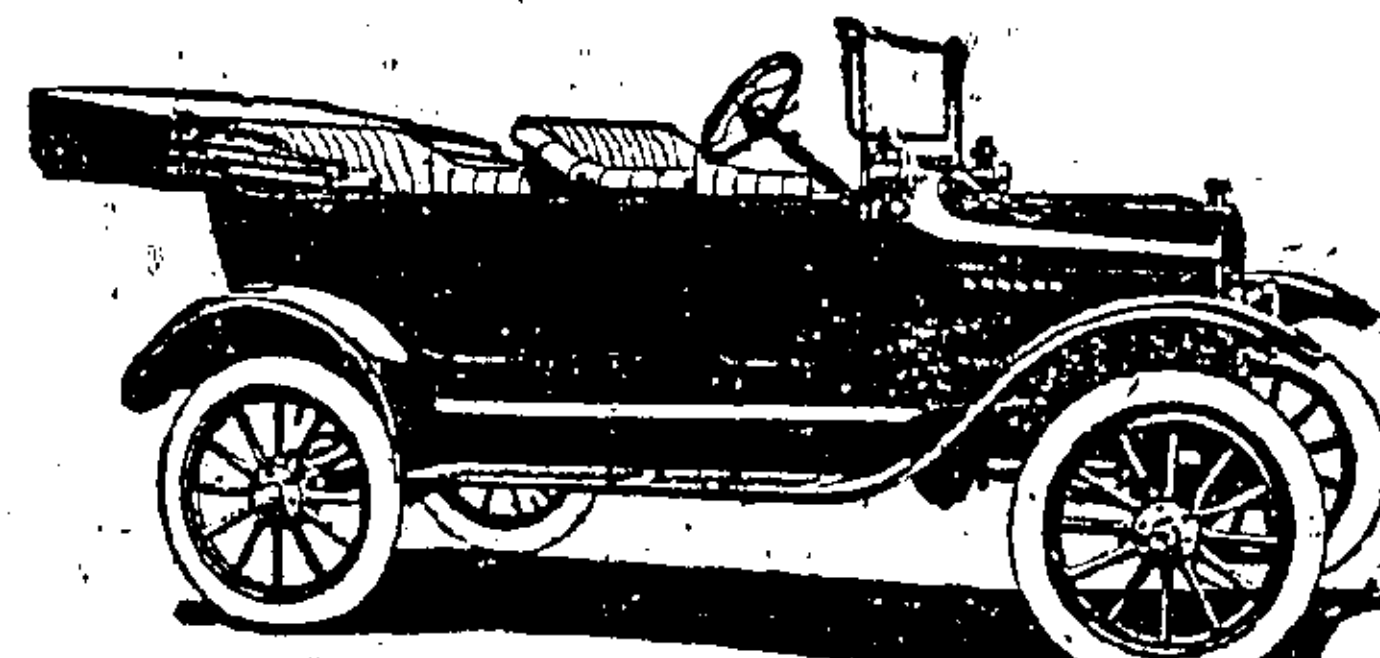
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G. P. LAMMERT.

AUCTIONEER, APPRAISER
AND SURVEYOR.

Public Auctions.

THE Undersigned has received in-
structions to sell by Public Auction,
ONFRIDAY, May 30, 1919,
commencing at 11 a.m.,
at No. 11 Austin Avenue, Kowloon.
A Quantity of
Valuable Household Furniture.(Full Particulars from Catalogue).
On view from Friday the 30th inst.
Terms:—Cash on delivery.GEO. P. LAMMERT,
Auctioneer.

Hongkong, May 26, 1919.

on
FRIDAY, May 30, 1919,
commencing at 2.45 p.m.,
at "Meriton" No. 3, The Peak,
A Large Quantity of Valuable
Household Furniture,
comprising:—Teak batstand with bevelled mirror,
teak hall table, writing table, bookcase,
Marble top octagonal table, Leather
covered armchairs, Lacquered teapots,
teak screens, Gramophone, Copper coal
scuttle, Curtains, Pictures, Wall Plates,
cases and ornaments,
etc., etc.Teak extension dining table, dinner
wagon with bevelled mirror, glass
cabinets, ice chest, cupboards, Dinner
Services, Glass-ware, etc.Teak and Iron bedsteads, teak dress-
ing table with bevelled mirror, ward-
robes with bevelled glass doors, marble
top washstands, chests of drawers,
etc., etc.

Also

A Fine Selection of Fine Canton
Blackwood-ware:—Curio cabinet and
stands, lady's desk, side table, arm-
chair, settees, joss table, flower
stands, teapots, cake stands, etc.And
A quantity of Maiden hair ferns in
pots and plants in pots.
On view from Thursday the 29th
instant.

Catalogues will be issued.

Terms: Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, May 22, 1919.

on
SATURDAY, May 31, 1919,
commencing at 11 a.m.,at No. 10 Godown of the Hongkong
& Kowloon Wharf & Godown Co., Ltd.,
Kowloon.A Large Quantity of Steel and
Iron Bars, Round, Flat and
Square, of various sizes.

Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, May 27, 1919.

on
MONDAY, June 2, 1919,
commencing at 11 a.m.,at Blue Building godown 4A, Warehouse,
of the Hongkong & Kowloon Wharf
& Godown Co., Ltd.,
Kowloon.

305 pieces Mild Steel Angles

3" x 3" x 3" x 18' 22"

241 pieces Mild Steel Angles

3" x 3" x 3" x 32'

164 pieces Mild Steel Angles

5/16" x 3" x 3" x 22'

9 pieces Mild Steel Angles

5/16" x 3" x 3" x 20'

and afterwards at 3 p.m.,

at No. 16 godown of the Hongkong &
Kowloon Wharf & Godown Co., Ltd.,
(Kowloon).

38 pieces Mild Steel Plates

5/16" x 5" x 10'

46 pieces Mild Steel Plates

5" x 5" x 10'

48 pieces Mild Steel Plates

5" x 5" x 10'

10 pieces Mild Steel Plates

5" x 6" x 12'

36 pieces Mild Steel Plates

5/16" x 5" x 10'

3 pieces Mild Steel Plates

5/16" x 4" x 8'

(stored in No. 11 Passage).

48 pieces Mild Steel Angles

1" x 12" x 12" x 19' 22"

83 pieces Mild Steel Angles

1" x 12" x 12" x 19' 22"

82 pieces Mild Steel Angles

1" x 12" x 12" x 19' 22"

(The above stored in No. 5 Passage).

6 casks 20 G Bright Wire.

4 casks Zinc Sheets Gauge,

7' 4" x 8'.

(The above stored in No. 25 Godown).

Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, May 23, 1919.

KING TAI.

THE BEST WORKMANSHIP
Blackwood Furniture Store.All classes of Furniture made to order
and packed for shipment. Gold and
Silver Ware, Jade Etching, Chinese
Curtains and Embroideries.

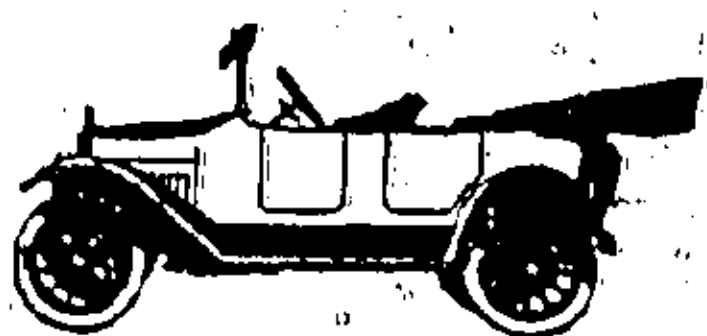
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HONGKONG.

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application.

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CLOTHING FURS & CARPETSby storing them in our Cold Storerooms
for the summer months where no
moths or vermin can attack them.For particulars as to packing and
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STORAGE CO., LTD.Place your orders early
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PEDDER STREET,
Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, March 20, 1914.

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HIGH GRADE

"Embassy"

NO. 77
CIGARETTES.

ON SALE AT ALL STORES.

This Advertisement is issued by British-American Tobacco Co. (China) Ltd.

THE BABY.

The war had opened our eyes to
the importance of the baby, said Mrs.
Lobel George, in inaugurating at
Kingsway Hall recently, a sale of
work in aid of the Kingsway Trade
Babies. The sale, which was a national
event, and she said, were helping to
ease for them were doing work of
the highest national importance.

HOUSING DIFFICULTIES.

"I am quite aware of the diffi-
culty in getting house accommo-
dation, but I am not going to allow
this Act to be used to enable people
to live rent free." This warning
was given by the Deputy Judge at
Clerkenwell County Court recently,
in dealing with several claims by
landlords for possession of premises
against "rent-free" tenants, who
argued the impossibility of getting other
places owing to the house shortage.

WIFE DENIES COLLUSION.

Mrs. Agnes Violet Harry, a white
woman, in the Divorce Court recent-
ly before Mr. Justice Coleridge,
sought the dissolution of her mar-
riage from her husband, Norman
Alfred Harry, a man of colour.He denied any collusion, but admit-
ted one of misconduct, which he
alleged was committed under a col-
lusive arrangement between himself,
his wife and her solicitor. This was
denied by Mrs. Harry and by
Mr. Fredk. Cyril Broxholm, of
Messrs. Broxholm and Pound, the
wife's solicitors. Mr. Broxholm said
there was no foundation for the sug-
gestion of collusion.

The hearing was adjourned.

£24,837 IN THE SEA.

A naval experiment in factory
building that cost £138,000 for
buildings and plant is described in
the report of the Comptroller and
Auditor-General on the Navy Approp-
riation Accounts for the year ended
March 31, 1918. The report shows
several instances of waste similar to
those disclosed in the statement on
Army expenditure published on April 3.The experimental factory was
erected for the manufacture of ac-
tione by a new process, in connection
with the production of cordite at
Holton Heath. "Owing to unfore-
seen difficulties in obtaining basic
materials of sufficient purity, produc-
tion was intermittent and the cost
considerably in excess of the price of
foreign supplies." The factory was
closed shortly after the armistice was
concluded. Whether it will be
economical to re-start it when mate-
rials are plentiful is being considered.
The amount of public money lost
in ships during the war (including
Treasury notes estimated at £23,500)
is given as £24,837.

BRITISH SUGAR.

The British Sugar Beet Growers
Society last year distributed seed to
1,038 growers, and satisfactory re-
sults were reported. Sixteen to 18
tons per acre were experienced, the
roots showing from 15 per cent. to
18 per cent. sugar content, and the
crop made excellent cattle and pig
food. A similar scheme is being car-
ried out this year. Full particulars
may be obtained from Mr. Alfred
Wood, of 14, Victoria Street, West-
minster, S.W.1, secretary of the
society.

£41,000,000 FOR EDUCATION.

On education, science, and art
the Government propose to spend
£41,000,000 during the financial year
just begun, against £25,000,000 for
1918-9, an increase of £16,000,000.
The Board of Education accounts for
£12,000,000 of the increase, while
public education in Scotland is to cost
£4,500,000 more than last year.An interesting item is a sum of
£25,000 for the Serbian Relief Fund,
to be expended on the support and
education of young Serbians in this
country.All the museums, including those
still occupied by the Government,
are to cost more, the increase being
largely under salaries and wages.
The Imperial War Museum is down
for £27,200, against £19,000 for last
year. Scientific and industrial re-
search is to cost just under £250,000,
which is about £100,000 more than
for the year just closed.PROFIT-SHARING BUSINESS WITH
EX-SOLDIERS.Lord Angus Kennedy, late R.A.F.,
son of the Marquis of Ailsa, has
opened a welding business in Penton-
ville-road, King's Cross. He is em-
ploying none but discharged soldiers,
who are sharing in the profits.He and Mr. A. J. Tillet, an ex-
sergeant under him in the R.A.F.,
are joint inventors of a patent back-
pressure valve, claimed to be "fool-
proof." They state that this valve
will be a great asset in the oxy-
acetylene principle of welding, which
they are employing in the business."I hope," said Lord Angus on
April 3, "to extend the benefits of
welding to small farmers, many of
whom either bruise their broken
machinery or get new pairs. I also
propose to introduce new methods
into the industry by sending weld-
ing plant out so that machinery may
be repaired on the spot."Lord Angus is a practical engineer,
having served an apprenticeship in
well-known yards as a shipbuilder.
He was for a time assistant manager
of the Ailsa Shipbuilding Company.
He is a well-known yachtsman, and
in the early days of the war was sub-
lieutenant in a large yacht patrolling
the North Sea.

ENTERTAINED.

General Pershing, says the *British
Weekly*, was rather astonished and
not altogether pleased to receive a
five-figure offer from a New York
music-hall manager for a series of
short war lectures.The general did not reply, and a
fortnight later received the inquiry,
"Have you entertained my pro-
posal?" He then replied, "No, but
your proposal has entertained me."

40,000,000 YARDS OF LINEN.

Forty million surplus yards of linen
in the possession of the Ministry of
Munitions were the subject of a
question in the House of Commons
on April 3.Lt.-Col. Malone asked the names
of the contractors from whom the
Department bought linen, and the
price per yard.Mr. Kellaway said there were 137
contractors. The price at the time
of the armistice ranged from 1s. 8d.
to 3s. 9d. per yard. A considerable
quantity was being disposed of by
auction.Mr. McVeagh: How many million
yards were over-ordered?

Mr. Kellaway: 40,000,000.

Mr. McVeagh: What price is
being obtained for it?Mr. Kellaway: I could not give the
prices off hand, but the price which
has been offered by the contractor
is about 1s. per yard.

THE BUTTERFLY-COLLECTOR.

A stay of execution was refused by
Mr. Justice Darling on April 3 to
Mr. James John Joicey, the man who
spent thousands of pounds on a col-
lection of butterflies, and who was
sued by a firm of money-lenders,
Messrs. Jacobs.Mr. Joicey had borrowed £1,250
from them. The principal was paid,
but he refused to pay the interest
claimed, which was said to work out
at 800 per cent. Mr. Justice Darling
had reduced it to 100 per cent. It
was now stated that Mr. Joicey
wanted to appeal.Mr. Hastings, for Messrs. Jacobs,
said the application was a surprise,
because he thought Mr. Joicey had
won."Mr. Justice Darling: I came to
the conclusion that he did not think
like ordinary grown-up people."
(Laughter.)Mr. Wallington (for Mr. Joicey):
I understand from an interview with
him published in *The Daily Mail*,
that he does not appear to take that
view. (Laughter.)Mr. Justice Darling: People who
are foolish always think they are wise.
That is one of the signs of their folly.
(Laughter.)

NOTICES.

G. FALCONER & CO., LTD.

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Agents for:—ADMIRALTY CHARTS,
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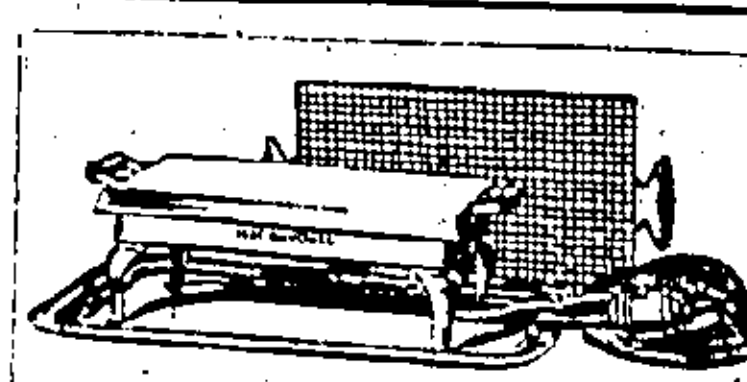
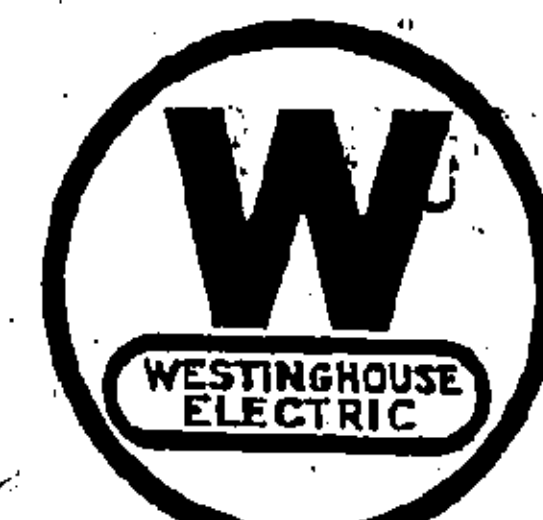
AND ALL KINDS OF SOUP STUFFS.

All our Pastes bear the "Rooster" label and are made from Flour of the Best
Quality containing a large percentage of Gluten. Starch and Gluten are the
principal components of Flour. Gluten is easier to digest and contains more
nutrient than Starch. Manufactured under the most sanitary conditions.
Large quantities have been exported to various important cities in the World.
Terms moderate, especially for Agencies. Orders executed promptly.

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LADIES AND GENTLEMEN.
Please notice The Breezy Garage is giving Special quotations with
the latest and newest design CARS ON HIRE for the coming season.CHANDLER HUDSON SUPER SIX 7 passengers \$8.00 per Hour.
OAKLANDS 5 " " \$7.00 " "Wise patrons never go wrong once they decide to patronise us. Weekly or
monthly trips can be arranged at the Office.OUR MOTTO
Drink less patent medicine
and take more motoring.THE BREEZY GARAGE,
81, Des Voeux Road Central,
Opposite Central Market.
Phone 2498.Just landed a large stock of Goodyear and Goodrich Tyres and Tubes
at lowest prices. Sizes 34 x 4 and 32 x 4.
Please Ring, Write or CallMR. TANG TSUN,
Proprietor and Manager.WESTINGHOUSE ELECTRIC
STANDARD TOASTER-STOVE.WITH THIS APPLIANCE YOU ARE ABLE
TO COOK WHILE EATING AT THE TABLE.
CHOPS, STEAKS, EGGS, CAKES ON THE
SPOT.
COOKS THEM QUICKLY, SERVES THEM
HOT.FOR SALE BY:
GERIN, DREVARD & CO. TEL. 114.

HOTELS AND CAFES.

THE HONGKONG HOTEL

AND

GRILL ROOM

J. H. TAGGART, Manager.

THE PEAK HOTEL.

1,500 Feet above Sea Level.

15 Minutes from Landing Stage.

Under the Management of—

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KING EDWARD HOTEL

CENTRAL LOCATION.

ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting
throughout. Best of Food and Service.
Telephone 373. Telegraphic Address:—"VICTORIA".
J. WITCHELL, Manager.

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KOWLOON.

(Two minutes from Star Ferry).

Recently renovated and refurnished, electric light and fans throughout
and entirely under new management. Cuisine under the personal supervision
of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to
families on application to
Telephone K. 3, Telegraphic Add.:—"PALACE".
J. H. OXBERRY, Proprietor.

CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

ICE HOUSE STREET.

Under American Management. Nice and quiet yet only a few minutes
walk from the Banks and Central District. 43 Bedrooms, Excellent Cuisine,
scrupulously clean. Moderate Terms. Monthly and Family Rates on
application to the Proprietor. Lunches meet Passenger Boats.
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HOT and COLD
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Assorted Fancy Cakes

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OLD POST OFFICE BUILDING,
Queen's Road & Pedder Street.

TANG YUK, DENTIST.

SUCCESSOR TO
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Consultation free.

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SPARKLING MINERAL WATER.

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AN EXACT REPRODUCTION OF A WELL-KNOWN
SPA AT HALF THE PRICE. BLENDS PERFECTLY
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AERATED WATER MANUFACTURERS.

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LADIES' WHITE
FOOTWEAR.

KID, SUEDE

AND

CANVAS.

THE LATEST:

BOOTS & SHOES

FOR SUMMER WEAR.

MARRIAGES.

At St. George's U. F. Church, Edinburgh, Thomas James Percival, only son of Thomas Austin Ashlea, Gullane, to Dorothy Jean, only daughter of the late Thomas Parker Conolly, Hongkong.

BIRTHS.

SMITH.—On May 18, at Hankow, to Mr. and Mrs. Donald L. Smith, a son.

TOEG.—On May 22, at Shanghai to Mr. and Mrs. S. E. Toeg, a son.

DEATH.

SOUZA.—On May 22, at Shanghai Dr. S. Souza, aged 49 years.

The China Mail.

TRADE, JUSTICE, PUBLIC SERVICE.

HONGKONG, THURSDAY, MAY 29, 1919.

BY WAY OF CHANGE FROM
AND TONIC FOR
POLEMICS.

The average man is a psychologist to this extent, that in addition to seeing a notorious weakness in other men, he can see the same weakness in those who criticise other men. This gave the formula about the mote and the beam. There is a marvellous amount of true psychology in the proverb and adages that pass from generation to generation in all lands, more than is to be found in such text books as we have studied. It is curious with this sort of Cook's guide to subtlety of observation, and with the natural refinement of intuition which enables us to see that the critics of human foibles are themselves prone to like weaknesses, that so few of us are able—especially when in anywise deeply moved—to "fit the cap" on ourselves. We see shrewdly with Shakespeare that the other party "doth protest too much," yet we persist in our own protestations, which are presumably as readily seen through. We appreciate the nicety of the French profundity, *Qui s'exalte, s'accuse*, yet we are rarely shy in the matter of excuses. We grasp the point of

Il change oiseau
Son nid est beau,
which is the Gallic equivalent of our own "All his geese are swans," but never, never seem to remember that this should give us pause when talking of our own race, country, deeds, or affairs. How could Napoleon

Bonaparte, the world's greatest soldier, greater even than Wilhelm Hohenzollern, permit himself to write down the worse the man, the better the soldier; if soldiers be not corrupt, they ought to be made so? Perhaps we are not so unconscious of our failing as we seem to be, which would help to account for our conviction that "silence is golden" and that "a close mouth catcheth no flies." These would be prudent reflections. Shaw has defined continence as the "in-fidelity of prudence on rascality." But of course it is possible that these two sayings originated in intolerance rather than in prudence. They were just as likely to be made in order to make the other fellow shut up. In that case the mystery of our strange obtuseness remains unsolved. What powerful inhibition is it that lurks within us all to keep us from seeing ourselves as others see us? That is a problem with which the professional psychologists have not so far wrestled. This, let us make haste to mention, is all *apropos des bottes*. The haste was necessary, since any knowledge of psychology teaches that without the disclaimer (and very probably in spite of it) human nature will promptly look for the fire that our purely literary smoke will seem to indicate. The most interesting feature of the phenomenon with which we are playing is its universality in both place and time. We bought some time ago, and regret their non-possession now, a set of delightful little books which gave the folk-wisdom of most of the nations. It was a pleasant occupation to compare the crystallized wisdom of the French or Russian peasantry with our own adages. Students of the Roman and Greek classics have had their tasks lightened by similar interesting coincidences. When a little known Latin author, (Liberius, a man of caustic wit, who, it is a joy to know, "wrote for his own pleasure"—the only way to ensure good writing) says *Ab aliis expectas alteri quod facis*, the happy bookworm rejoices to compare it with our own scornful reproach at those who "measure other men's bushels by their own mean pecks." (We do not think we have got the last saying quite correctly. Perhaps some reader will correct it?). Liberius is a pleasant treatment, bidding us expect from another very much what we ourselves in like circumstances would put forth. It offers a like difference of import, due to the different angle of approach, to that we note between the Christian and the Confucian renderings of the Golden Rule.

We could ramble on in this wise quite happily for incalculable pages, but it wouldn't be as interesting to the reader as to us. In order not to be unprofitable, let us turn our discursive trifling into a little sermon in

the tail of it, with that most pregnant phrase *ad ratum* as the text. If we are to proceed with our psychological studies, let us never forget the point that utterances in anger should never be allowed to count. The comment that comes accompanied by laughter may be unwise, even foolish, but it cannot tend to misjudgment so much as pronouncements *ad ratum*. In all our arguments let us strive to remember that true knowledge knows only how little can be known.

EGOTISM.

If you happened to meet Taunay of *Le Petit Journal* taking his aperitif at a very particular place in the Road of Little Fields, he was sure to take you by the arm and say *Allez, allez*. Breathlessly you were hurried through a narrow lane into the Boulevard des Capucines, and then through a street of discreet looking but none-the-less naughty doorways until you reached the Boulevard Haussmann. Still holding your arm, and rejecting with wild gesticulations your suggestion that a cab might—er—drop you somewhere near the Batignolles, he would hurry you across that thoroughfare, where the chauffeurs are more murderous than they are here, and by uphill streets whose names you never, never could remember, land you panting in the little porch of the Cafe de l'Athena, where you found that wild Irishman P. J. waiting. Here you dejectedly, and listened chiefly to P. J. telling Victor just how much *verlaine* was over-rated.

Oh, how comely it is, and how reviving! To the spirits of just men long oppressed, To be able to listen, to speak not striving, To the talkers talking talk of the best.

Will the world ever be the same again? Will Paris? Why not? Only about a couple of decades before Versailles had seen more troublesome visitors than those now there, and we were unconscious of it. Surely men will once more talk mainly of books and of writers, of the things that matter, instead of golf and aeroplanes and things that don't. *The Athenaeum* is reverting to its old style and subjects, and promises to become again good reading. Here is a recent sample: "The ideal of an Englishman should be able to command the loyalty of a Chinaman; he should not have to be naturalised to appreciate it." But against that set what *Everyman* says: "An attitude of such obstinate cynicism has grown up amongst all classes of society that it threatens to paralyse the whole national movement towards reconstruction." How long ago it seems. In those days there was no Paris edition of the *Daily Mail*. Senior of *The Field* and Corbett of the *Pink Un* would either of them have described a true journalistic forecast of 1919 as ridiculous. The *Daily Graphic* was up-to-date, Nevins the newest arrival and Harmsworth a runner just coming into sight. *Où sont les neiges d'antan?* Where now the cravated rapiers of the Quarter? The mood is one of the most pensive, yes, but not of melancholy. From him that hath had, cannot be altogether taken away. Dead friends are friends still, and in the resurrection of past joys is present pleasure. The large attic on the Mount, with its sloping ceilings decorated with sketches in chalk and designs in candle smoke, must somehow still retain the flavour of dreams. *C'est une vieille affaire, la qui s'arrange*. This little piece, if you will pardon it, in memory of the 29th of May, 1898, a private anniversary.

A SENSIBLE WOMAN.

Age inclines to conservatism, to be opinionated, a little pessimistic or cynical or to entertain the last illusion that it is disillusioned. "Youth at the helm" is a conception that gives age shudders. Youth is radical, optimistic, impatient, and many other things that age would much rather it were not, but (now that a sensible woman has reminded us of it) above all it is sincere. Mrs. Creighton, wife of the late Bishop of London, has an article in the *Contemporary Review* with which we are hugely pleased. Noting how difficult it is for old and young to work together, how the old cling to the "dead hand" of the past, and how impatient the young are of patching and tinkering and compromise, Mrs. Creighton said this:

"Those who would be happy in old age must believe in the future, welcome the visions of the young and feel the best they can do will be to remove hindrances out of their way. The experience of life should make men tolerant of the most diverse opinions, since to him who observes it must have shown how little opinion matters in comparison with character. It is the sincerity of the young in the search for truth that really matters, not the wild, adventurous roads they may choose to travel in that search."

If the thoughtful reader cares to clip those wise words out, and paste them side by side in a scrapbook about man as a truth-seeker (when he finds what he considers a truth) he wraps it up and stops looking for any more! He or she will be possessed of a useful reminder, calculated to be helpful on many future occasions.

BABIES.

The simply frightful way in which the innate wisdom of a good woman and especially of a good mother can be adulterated by the verbiage drumming of a mere husband is illustrated in a public utterance by Mrs. Lloyd George. Opening a *crèche* at Kingsway, Mrs. George made a speech in which she is reported to have said that babies are a national asset, and all who were helping to care for them were doing work of the highest national importance (Applause). It is the applause that hurts. Oh! The thoughtless, thoughtless mob, that would not see the folly and the political mischief of thus putting the cart before the horse. Every right-minded mother knows, and a few semi-intelligent fathers have begun to recognize, that it is the State which should be made an asset for the babies. To let it pass that the dear babies are only "a national asset" is to exalt the means at the sacrifice of the end. Think this over.

LOCAL AND GENERAL.

Today's dollar is worth 3s. 6d.

Today's return shows nine cases of plague, and one of *c. fever*.

Captain Mammall of the *Ben-cluch*, a frequent visitor here, was invested with the D.S.C. at Buckingham Palace on March 29.

The production of pig iron at the smelting furnace of the Anshan Steel Works is expected to be increased to 200 tons per day shortly.

The offices and stations of the Chinese Maritime Customs for Kowloon and district will be closed to public business on June 2 being the date of the Summer holiday.

The total output of the Kaian Mining Administration's mines for the week ending May 10 amounted to 73,383 tons and the sales during the same period to 66,752 tons.

The two Chinese charged with assaulting two Parsees at No. 22 Peel Street, were before the Magistrate again yesterday. Both accused were committed to the June Criminal Sessions.

The Japanese iron industry has in contemplation the formation of an Iron Manufacture Investigation Committee consisting of Government officials and others for the development of this branch of industry.

One of our contributors inadvertently said that St. John de Assis died at Sanchon Island, to which a pilgrimage was talked of. He meant St. Francis Xavier, of course. For all we know, the other gentleman is still in good health.

Yesterday, Mr. R. E. Lindell imposed a fine of \$15 on John Mathias, a student, residing at No. 123, Praya East, for unlawfully continuing to stay on the foot-board of a tramcar after having been requested by a tram-conductor to alight, and for obstructing and assaulting the conductor.

Mr. J. D. Lloyd, of the Hongkong Government Service, who as reported in the *China Mail* was to take up duty in the Supreme Court, returned to the Colony on Tuesday, on the *Neuralia*, from Shanghai, where he had gone in charge of Chinese labourers. He assumed duties, yesterday, as Official Receiver at the Supreme Court.

Commander F. M. Hodgson, R.N., has been gazetted to command of Hongkong Dockyard, relieving Commander Myburgh, R.N. He served on this station as a sub-Lieutenant on H.M.S. *Brantley* in 1900-3. At the beginning of the war he was on the *Audacious*, when she struck a mine and sank. At the Battle of Jutland he was Navigating Commander of the *Warship*, and was in the thick of the fray.

Mr. F. H. Baker, R.G.A., who was a solicitor here at the outbreak of war, receiving a commission in Hongkong in 1915, is now in Palestine. Mr. Baker who went Home in 1918, has since joined the Egyptian Expeditionary Force, is now on the staff of Maj-General Sir Edward Monev, the Military Governor of Palestine, and has been recently appointed Military Magistrate of Nablus, Tulkeram and Jenin (one of the six divisions which Palestine has been divided into for administrative purposes).

In the course of a lecture at the Edinburgh Philosophical Institution, Sir Frank R. Benson told a story against himself. When war broke out he went to a recruiting office and offered his services, telling the sergeant how fit and young he was, and that he would be 29 in three months. The sergeant shook his head sadly and said, "It won't do, sir; I saw you trying to play Hamlet more than 20 years ago." If it had not been for the word "trying," Sir Frank Benson said he could have forgiven the sergeant.

LOCAL AND GENERAL.

Mr. Harold Sykes Thompson has been appointed Vice-Consul of the newly established Vice-Consulates at Moji and Shimomoseki.

The ship yard constructed by the Ishikawajima Dockyard Company of Tokyo, at Wakamatsu, has been completed and was formally opened on May 5. The yard cost ¥750,000 to build.

Lady Lockhart, wife of the High Commissioner of Weihaiwei, left a few days ago for a brief holiday in Tsingtao and will be the guest of Mr. and Mrs. Moss, Secretary of the Chinese Labour Corps.

It is reported that negotiations have been completed with the Kawasaki K.K. for the charter of s.s. *Liverpool Maru*, 9,100 tons, and other ships at 19 yen per ton for eight trips from Vladivostok to Trieste.

The Times states that the Government has offered the Federation of Engineering and Shipbuilding Trades Unions the lease of the recently constructed national shipyards at Chepstow, Beachley and Portbury on favourable terms.

The American Government has decided to release 280 steamer tonnage, 1,500,000 tons, by July 1. The steamer will be sold according to the policy worked out by the chief of the Shipping Bureau a special office being opened for the purpose.

The discovery of very large iron fields in the middle Celebes, in what is known as the lake district, has created a stir in mining circles of Netherlands India. The latest reports from Government investigations substantiate the original reports as to the extent and value of these deposits.

The following ships were to be launched at the Kawasaki Dockyards in May—*New York*, 9,100 tons; *Liverpool*, 9,100 tons; *Glasgow*, 9,100 tons; *Singapore*, 9,100 tons; *Chile*, 9,100 tons; *Brazil*, 9,100 tons; and *Shanghai*, 6,000 tons. The *Argentina*, 9,100 tons; *Aden*, 6,100 tons, and *Suez*, 9,100 tons are expected to be launched from the same yards during June.

The lead market in Japan was comparatively steady on May 14, owing to the shortage of stocks and the reluctance on the part of sellers to dispose of their holdings which were bought at exceedingly high prices. Lead B.H.P. was quoted at ¥16.20, Singapore zinc was quoted at ¥15.2 to ¥15.3 and Java zinc at ¥14.6 to ¥14.7. Some imports are being made.

There was a marked increase in the value of electrical materials in Antung and also Dairen during the last quarter of 1918, though neither of these two ports imported any machinery during the December quarter of 1918 or 1917. Machinery imported into Tientsin increased in value in 1918 and also at Hankow. There were no electrical materials imported into eleven of the ports and no machinery into nine of the ports.

Reuter's Agency learns that the China representative of the Pearson and Knowles Coal and Iron Co., Ltd. of Warrington, England, has received a telegram from his firm stating that the price of steel hoops has suddenly advanced as much as 60 shillings per ton. The China representative of the Company attributes this large increase chiefly to the probable withdrawal of British Government war subsidies, also to the recent labour difficulties and introduction of eight-hour shifts for ironworkers, which would also tend to increase the price of finished iron and steel products. The basic price of bar iron stands at £20 10s. per ton.

WHEN PEACE COMES.

It has been resolved that when peace is signed there shall be a chain of bonfires over the length and breadth of Great Britain, as was done at the Coronation. There were 1,562 beacons, and local Secretaries were chosen in each district to collect funds and make provision for the building, lighting, and care of the fires. This time it is proposed to use flares, such as were used by the Admiralty in the Channel during the war. So as to show what these flares are like one was operated on the river front of St. Thomas's Hospital, and a considerable number of Members went to the Parliamentary terrace to see it. The fire burned brightly and steadily. One could almost read print by it on the Commons Terrace, though it was fixed at the Lambeth end of the hospital buildings. The tide was high and the wind carried the smoke away from the river. It is suggested that eight of these flares, which would ensure a two-hour's illumination, shall be used for each bonfire.

NOW IS THE TIME.

FOR rheumatism you will find nothing better than Chamberlain's Pain Balm. Now is the time to get rid of it. Try this liniment and see how quickly it will relieve the pain and soreness. For sale by All Chemists and Storekeepers.

COMPANY MEETINGS.

THE "STAR" FERRY CO. LTD.

The 21st Ordinary Annual Meeting of the "Star" Ferry Co., Ltd., was held at the offices of Messrs. Jardine Matheson and Co., at 11.30 this morning. Mr. J. Johnston was in the chair and there were also present Sir Paul Chater, C.M.G. and Mr. C. S. Gubbay, (Directors), Mr. W. H. Brown (Secretary) and Messrs. M. S. Northcote, P. C. Potts, Ho Leung and J. M. Wong (Shareholders).

After the notice convening the meeting had been read, the Chairman said:—Gentlemen.—With your approval we will take the report and accounts as read. The result of the year under review has proved somewhat of a disappointment as although the gross earnings from traffic receipts show an increase of \$23,285.87 over the figures for last year, our actual profit on working account is only increased by \$4,345.19. This poor result is solely accounted for by the increased price of coal which cost us \$19,950.28 more than last year and by effecting such economies as were compatible with an efficient service we were able to make a slight reduction in our other working expenses. The net profit for the year is \$95,465.72 against \$68,789.84 last year which would appear at first sight to indicate that there had been a great improvement in actual working over last year. This however is not the case and the discrepancy between these two figures is due to the fact that last year we had to debit our Profit and Loss Account with \$24,262.50 for depreciation in the value of shares held in Public Companies. This year I am pleased to say no such provision has to be made but you will notice that a share fluctuation account has been opened to which in future a visible loss or profit on such shares will be debited or credited as the case may be, until they are actually sold and the result can be taken into the Profit and Loss Account. Our Fleet and Ice House Street Pier are growing no younger and in view of this fact we must continue to set aside ample sums for depreciation. Gentlemen, I have nothing further to say in regard to the accounts on this occasion. With the conclusion of Peace and the anticipated advent of a larger number of passenger steamers making Hongkong a port of call, we hope for an appreciable increase in our revenue from tourists, in the near future, and as a matter of interest to the general public I would mention that in view of the reduced prices at which we can fix our coal contract for the coming year. Your Directors now find it possible to make a reduction in the fares for passengers. Particulars of the new Schedule will be advertised in a few days.

Sir Paul Chater seconded the adoption of the Report and Accounts as presented and the motion was carried unanimously.

Mr. Johnston was unanimously confirmed as a director of the Company on the proposal of Mr. M. S. Northcote seconded by Mr. P. C. Potts.

Mr. Ho Leung proposed and Mr. M. S. Northcote seconded the re-election of Sir Paul Chater as a director of the company for the ensuing year. This was carried unanimously.

Mr. F. Maitland was unanimously re-elected Auditor of the Company for the ensuing year with a remuneration of \$300 on the proposal of Mr. P. C. Potts seconded by Mr. Ho Leung.

The meeting terminated with the announcement that Dividend Warrants were ready for issue.

PEAK TRAMWAYS CO. LTD.

The Annual Ordinary meeting of shareholders of the above Company was held at the Hongkong Hotel at noon to-day, for the purpose of receiving the Report of the Directors together with a statement of accounts for the year ending April 30, 1919.

Mr. H. Humphreys presided and there were present:—

Messrs. A. O. Lang, John Johnston, J. Scott Harston, Mr. C. S. Gubbay, and the Hon. Sir C. P. Chater, C.M.G. (Directors), and Messrs. M. S. Northcote, J. D. Humphreys, J. A. Tarrant, J. M. Wong and Mr. G. C. Rapp (Secretary).

After the Secretary had read the notice convening the meeting the Chairman said:—

Gentlemen.—I do not propose to read the Report and Statement of Accounts and Auditors report unless you wish me to do so but to follow the usual course and take them as read.

Traffic Receipts show the large falling off of \$9131.27; the decrease in this mainstay of our revenue being brought about for the most part by the regrading and other improvements effected at and in the vicinity of Barker Road Station. The unusually large rainfall last year however was responsible to some extent for the decrease. The decrease would have been greater but for the profit on shares realized, amounting to \$9516.80—a feature which will no doubt be regarded as eminently satisfactory. In this connection I may mention that Company share investment has not been realized.

On the proposal of the Chairman and seconded by Mr. W. Morley, Messrs. J. Scott Harston, C. S. Gubbay, J. A. Tarrant, J. M. Wong and Mr. G. C. Rapp were re-elected directors for the ensuing year.

Messrs. C. Bernard Brown and A. Lowe were re-elected auditors at a remuneration of \$300.

"HANDS UP" AT THE VICTORIA.

A FINE PICTURE.

There is every prospect of a big house to-night when for the first time Episodes 5 and 6 of "Hands Up" will be projected at the Victoria Theatre. In passing we may remark on the efforts of the management to justify the reputation of the cinema house as being in a class by itself. In the house has been recently installed a new apparatus which gives the place a delightful odour that puts the patrons in a pleasant frame of mind. The serial "Hands Up" which will be produced to-night is from the pen of Gilbert Willems, the author of many successful stories and photo-play serials, and these episodes surpass in thrills and sensations anything heretofore attempted. The two serials are considered the greatest outdoor serials ever produced, and accentuate the versatility and charm of Ruth Roland, as Echo Delane, who is required to perform stunts that seem beyond physical possibility. There are many tense situations and this is the most continuously thrilling story ever shown on the screen. To-day at the matinee "The other Woman" will be screened for the last time.

By special request there will be a Matinee on Sunday at 6 when Charlie Chaplin will be screened in "A Dog's Life."

Quarantine is imposed at Newchwang on arrivals from Hongkong since May 27, according to a telegram from the Consul to the Colonial Secretary.

Canton patriots are bashing all the straw hats that look as if made in Japan; no matter whose heads they are on. One gentleman wearing an American made article complained to the police.

show an appreciation amounting to a further sum of \$8,710.00 but this item (which appears under the heading of Investment Fluctuation Account) has not been taken as a profit.

The item regrading line \$49,673.06 which appears in the accounts for the first time represents money paid for the improvements to Barker Road Station and the regrading of the line in the vicinity thereof. Of this sum the Government have contributed \$7,437.46 but as this amount was not paid until this month it does not appear in the accounts before you. It may be asked what benefit does the Company receive for the expenditure of this large sum of money. First and foremost, greater safety for passengers has been secured—Without safety it would be impossible for a concern like ours to exist. By regrading the line we were enabled to abolish several accidents in the past and save several hundred dollars per annum which their upkeep entailed.

Apart from this the wear and tear on the pulleys, rope and winding drum have been diminished by the regrading and abolishment of the depressors and a ten minutes service rendered practicable under almost any conditions. The improvement to the Station itself has also tended to greater safety for it is now easier and safer for passengers to get in or out of the car at Barker Road than formerly.

The sum of \$944.35 figuring under the heading of Electrical Expenses account represents the cost of two independent reports by experts upon the practicability of otherwise using Electric power to operate the Tram in place of steam. As the Hongkong Electric Company is not at present in a position to supply current for the cheaper scheme recommended by our Consulting Engineers, and as the alternative scheme would involve too great a capital outlay the matter has been dropped. We therefore propose to write off the amount above mentioned.

The Auditors have requested that their fees be increased to \$300 per annum and subject to your confirmation at this meeting their request has been granted.

There are no other items in the accounts which appear to call for special comment but if any shareholder has any questions to ask I shall be pleased to answer them after the accounts have been seconded.

The report and statement of accounts were adopted on the proposition of the Chairman. Mr. M. S. Northcote seconded the motion said that there has been a great deal of talk concerning improvements in Barker Road, but he would like to see improvements in Bowen Road. Going down Bowen Road on a rainy day was like going down a river. He would be very glad as a constant user of the Road in question, if the Board could see any way to improve the place. The Board decided that Mr. Northcote's remarks be brought up before the next meeting of the Directors.

On the proposal of the Chairman and seconded by Mr. W. Morley, Messrs. J. Scott Harston, C. S. Gubbay, J. A. Tarrant, J. M. Wong and Mr. G. C. Rapp were re-elected directors for the ensuing year.

Messrs. C. Bernard Brown and A. Lowe were re-elected auditors at a remuneration of \$300.

INTERNATIONAL MERCANTILE MARINE COMPANY.

WHY DEAL WAS CALLED OFF.

NO OBJECTION TO SALE TO BRITISH SYNDICATE.

Telegraphic advices have already been published to the effect that the U. S. Government's proposal to purchase the British interests in the International Mercantile Marine Company have been withdrawn, but no reason was given for the changed decision. The following statement, just issued by Mr. P. A. S. Franklin, president of the concern, gives the first intimation of the reasons which influenced the U. S. Government in its change of policy. Incidentally it shows that that Government has now no objection to the sale of tonnage to a British syndicate.

Mr. Franklin's statement is as under—

"During the year 1918 we had protracted negotiations with a British syndicate regarding the purchase of the steamships belonging to the British companies in which we are interested. These negotiations culminated in November last in an offer, which, under the then existing circumstances and conditions, was acceptable to our board of directors.

"While the details of the transaction were being adjusted we were requested by our Government not to proceed further with the matter, and on Nov. 26 we were informed by our Government that approval of this sale could not be given, and that our Government, under the circumstances, was prepared to take over the ownership of these vessels upon the terms of the British offer.

"Since that date we have used our best endeavour to obtain a consummation of the transaction with our Government. We received a letter from our Government, dated April 1, informing us that they could not consider further the possible acquisition of the ownership of our British tonnage, and that we were free, so far as they were concerned, to deal with the properties as we may consider desirable.

"The conditions in shipping have materially altered since our negotiations with the British syndicate. The armistice has, in the meantime, been signed, and there have been changes in the United States income and excess profits tax laws and in the exchange situation. All of these matters make it essential that the board of directors should carefully review the whole situation before deciding whether it is now desirable to renew the negotiations with the British syndicate, or whether it might not be preferable to continue our ownership of the various properties, with the view of developing them under the United States and foreign flags.

"The position of the company is very satisfactory, as the liquid assets, including cash, of the company and its subsidiaries amount to about \$3,000,000. Of this sum approximately \$1,000,000 represents the proceeds of steamers sold or lost, in replacement of which other vessels must, ultimately be secured in order to adequately maintain our services at their pre-war standard. It should be further understood that the larger part of the above cash is in possession of the British companies, and that the earnings of these companies can only be obtained from them through current dividends.

"While definite figures are not yet available, the most recent estimates indicate that the earnings for 1918 will be approximately the same as those for 1917.

"The tonnage of the I.M.M. Company fleet, including its interests in steamers jointly owned, amounts approximately to 984,000 tons gross, divided substantially as to flag as follows—

	Tons.
United States	113,000
British	853,000
Belgian	18,000

Total..... 984,000

SHIPPING SITUATION SATISFACTORY.

Mr. Franklin said that the statement told the whole story. Asked as to whether a possible cause for suit for abrogation of contract existed, he asserted that such a matter had not been considered. He characterised the shipping situation at present as satisfactory, and said that earnings for the first quarter of the year were about on the same basis as during 1918. In this connection, he explained that vessels released from Government control could be operated to better advantage than when operated for the Government. The British vessels of the line had been released from requisition, he said, but their movements were still subject to direction by the Government. Rates were established on a firm basis, he continued, and employment for ocean shipping would not be lacking for another year, at least.

In response to inquiries as to whether he thought that the British syndicate would renew its offer or make an offer equally attractive, Mr. Franklin stated that he did not know. In other quarters, however, the view was expressed that, now that British yards are open to construction of liner tonnage and the companies are able to go ahead with replacements, the British interests would be less

KIDNAPPING.

A Chinese was charged with kidnapping a child on December 13, 1917. Complainant, a Chinese woman, appeared to give evidence. Inspector Kent outlined the case and said complainant had known defendant since he was a boy. The defendant is alleged to have taken the child, a girl of five, out for a cup of tea and it has not been seen since. Since that time the defendant is said to have been in the Chinese Army and is now supposed to be a detective of Samchun. He turned up two days ago and was arrested.

The complainant gave evidence on similar lines to the Inspector's statement. She said she met the defendant in Ship Street and took him to her house. He asked her not to be angry or say anything and he would bring back the child from the country. She sent for the police and defendant admitted to the Inspector that he took the child. Mr. Hutchison asked if complainant received money for the child as defendant alleged. The complainant said no and waved her hands before the interpreter could translate the question.

Defendant maintained that it was a transaction and \$30 paid in settlement.

Mr. Hutchison remanded the case for enquiry by the S.C.A. Dept.

STALLHOLDER ROBBED.

A Stallholder appeared before Mr. Hutchison to prosecute a fellow countryman charged with stealing a tin containing the takings of a stall. Complainant said he turned his back for a moment and defendant took the tin and money and ran away. Complainant gave chase and caught the thief.

Mr. Hutchison—How much in the tin?

Complainant—About \$2.

Mr. Hutchison—He said more than that?

Interpreter: Defendant ran away and threw the money on the ground. Complainant did not recover any money.

Mr. Hutchison—That's right; get on with it.

When defendant had an opportunity to speak he said that he was walking along the street and picked up 20 cents when he was arrested.

Another witness said he heard the call "snatching" and saw the defendant throw away a tin and helped to chase defendant.

Mr. Hutchison—Know anything about him, Inspector?

Inspector Kent—Yes, he came out of jail last month.

Mr. Hutchison—Six weeks.

COUNTERFEIT COINS.

A Chinese in buying a packet of cigarettes at a store in Wing Kut Street yesterday tendered a counterfeit five cents piece to the storekeeper. This annoyed him. The row attracted a Chinese constable, who searched the customer and found seventeen bad five cents pieces on him.

Two charges of attempting to circulate counterfeit coins, and being in possession of bogus five cents pieces were preferred against the man this morning. Defendant was sentenced to four weeks' imprisonment on the first charge and fined \$100 on the second.

"BABY" AEROPLANES.

AN AMERICAN SCHEME.

The Aero Club of America announces that Captain d'Annunzio, an aeronautic engineer, son of the famous Italian poet-astronaut, is engaged in manufacturing an aeroplane with a wing spread of less than 20ft. and thus capable of landing in streets. It is to sell for \$240.

Captain d'Annunzio has been in the United States more than a year in charge of the construction of Caproni aeroplanes for the United States Army. The new machines which he has designed are guaranteed to fly two and a half hours and to maintain a speed of 50 miles an hour, carrying a man weighing a maximum of 165lb.

It is announced that members of the Aero Club have placed orders for several of these new machines.

likely to make such a favourable bid, unless supported by the Government. On the other hand, the outlook is that the International Mercantile Marine Company can employ the British ships to better advantage than at an earlier date and will be less disposed to part with them.

The definite calling off of the deal, it was predicted, will serve to eliminate the speculation in the stock of the company which has been prevalent during the period of negotiations. The deal was on and the stock climbed; the deal was off and the stock declined with a frequency approaching regularity, reports one way or the other were circulated "on reliable authority." The market fluctuations brought out charges of manipulation, the basis of which has never been established.

PRESENTATION TO MISS PITT.

A FAREWELL CONCERT.

Under the auspices of the Vestry and Congregation of St. Stephen's and St. Paul's Churches a farewell concert was given yesterday evening at the Lai Kai Pui Hall to Miss A. M. Pitt who leaves on furlough by the s.s. *Neuralia*.

Miss Pitt, has been connected with the Church Missionary Society for a considerable time and in recognition of her nineteen years' service with the various religious associations, she was presented with a Chinese New Testament and a gold brooch set with jade stone.

Rev. Li Kau Yan presided over a large attendance, and there were also present Rev. and Mrs. Howitt, Dr. T. W. Pearce, and Rev. A. D. Stewart.

After the singing of the hymn "All the Way my Saviour leads me," Rev. Li Kau Yan in a few words said that the departure of Miss Pitt for home will be a great loss to the Church Missionary Society which is chiefly devoted to the education of Chinese girls and he was sure that all would appreciate and remember her teaching. In wishing Miss Pitt bon voyage he expressed the hope that she would soon return and resume her work with renewed zest.

Making the presentation Mrs. Ma Ying Pui made special reference to Miss Pitt's untiring and strenuous efforts to educate the young, and dwell on her congenial and excellent nature.

Miss Pitt responding in Chinese said it was difficult for her to find adequate words to thank Mrs. Ma for the presents which would recall many happy memories to her. As a member of the Church what she had done for them had only been in the service of God.

Among those that contributed to the musical programme were—St. Stephen's Church Choir, St. Paul's School and the Misses Chan Ying, S. M. Kwok and A. Lim Koo. Master J. Lee also gave a recitation.

ARMED CHINESE.

There was not much amiss with the *China Mail* story last night of the capture of armed Chinese at Wanchai. Magisterial proceedings today show that some of the men so smartly caught had actually been engaged in housebreaking. The police had a hint that the crime was planned, and were on the watch. The men recognized them and fled. The capture took place as told in last night's paper. Two were acquitted by Mr. Lindsell because there wasn't enough proof against them, but the other three were fined \$1,000 each, which means that they will stay in prison for nine months.

THE "NEURALIA."

The *Neuralia* went alongside at the Dockyard at 1.30 today to have her gun dismantled. She will make a very short stay at Singapore as the ship is full of passengers.

There was an incident on board this morning, amusing to those not concerned. One cabin had been allotted in duplicate so that there were two claimants to every berth. The situation was handled tactfully and matters fixed up alright.

Just after two the big 110 ton Dockyard Crane lifted the ship's gun and mounting and placed them in the Dockyard as if they were toys. Messrs. Brock and Gill supervised the operation.

The passengers were many but the visitors were more. It seemed as if half the Colony were on the ship. There were scores of launches alongside and in the vicinity. The military marched aboard to music by the Manchester's drum and five band.

The *Neuralia* sailed after 3 p.m. She makes a stay of a few hours at Singapore for water.

Kashima Maru, Kaga Maru, Chingchow, Rojin Maru, Kuangse, Kaiyo Maru, Daiichi Maru, Tjitaroen, Tjitaloj, Buloku Maru, and Hung On are latest shipping arrivals.

Much cracker firing in Queen's Road marked the departure on leave of Mr. A. W. Van Andel, manager of the Holland-China Trading Company, and secretary of the Corinthian Yacht Club.

Shipping and Engineering says it is reported from San Francisco that the China Mail S.S. Co. has purchased four new ships for the Pacific trade. Enquiry at the local office of the company elicits that nothing is known of the transaction here.

FOR A LAME BACK.

When you have pains or lameness in the back, the best remedy is Chamberlain's Pain Balm. Two or three applications with the palm of the hand for five minutes at each application. Then dampen a piece of flannel slightly with this balm and bind it on over the seat of pain. For sale by all Chemists and Storekeepers.

CORRESPONDENCE.

WHERE DOES MACAO OPIUM GO?

[To the Editor of the "China Mail"]

Gentlemen, Sirs.—With reference to the Macao Government Gazette of 24th May announcing that a large quantity of opium amounting to over one hundred thousand taels of opium was exported to Honolulu on the 18th May by the s.s. *Amherst* which called at Macao on the 17th May, it is known that the importation of opium at Honolulu is strictly prohibited and on the other hand the s.s. *Amherst* is a small steamer, the tonnage of which is not more than three hundred tons. How could she run so long a distance?

In such case the opium must be being smuggled into the islands of China for sale.

There is no doubt that it will cause a great mischief to the Chinese Government. Here with a copy of Macao Government Gazette of 24th May, please see the underlined with red ink. Will you kindly publish this in the Local News column of your daily paper if you find no objection.

With best regards—Yours, faithfully,

W. MICK TSEUNG.

Hongkong, May 29, 1919.

[We are much obliged to this correspondent for calling attention to a matter that has been in our mind some time, and about which we have been collecting information. There is reason to believe that opium is getting through to China from that port. In the *Morimoto Maru*, however, the *Amherst's* tonnage is given as 2,600 tons. This, of course, does not mean that she could carry prepared opium to Honolulu as the Bulletin announces.]

ST. FRANCIS CONVENT.

[To the Editor of the "China Mail"]

Wanchai, May 28.

Dear Sir, I shall be grateful if you will be so kind as to find room in your columns for an acknowledgment to the following effect:—

"We are requested by the Sister-in-Charge of St. Francis Convent at Wanchai to thank all those who so kindly assisted the ceremonies in connection with the Convent's Jubilee last Sunday, in particular the following gentlemen:—Messrs. H. Dixon, M. Fernandez, N. Marques, Sr., and P. and Y. Marques; also Mr. J. H. Lawrence and his friends, and Mr. P. H. Murray, the members of the Kowloon Orchestra."

Yours, truly,

MOTHER GALLI.

Sister-in-Charge.

THE QUEEN'S ROAD ROBBERY.

The hearing was resumed this morning, of the case in which two Chinese were charged in connection with the recent armed robbery in a goldsmith's shop at No. 282 Queen's Road Central.

Inspector Brazil gave evidence to the effect that on the day of the occurrence he was summoned to the scene with a party of constables. On arrival he found the glass cover of the show case in fragments, strewn all over the floor of the shop. At the bottom of the show-case he came across traces of blood and scattered jewellery.

The proprietor of the firm next related how he heard a commotion in the shop, and ran down to investigate, when two robbers levelled a revolver at him. Later he discovered a quantity of jewellery missing.

The case was remanded till tomorrow.

STOLEN BRASS.

A Chinese with the appearance of a mechanic, was charged with unlawful possession of a quantity of brass, bolts, hinges, nuts, etc. A Chinese detective said he found the defendant with the brass in a parcel. The defendant told the detective he brought it from the Cattle Depot, Kowloon, and was taking it to Hongkong for repair. The stuff came from Holt's Wharf.

Mr. Coghlin, Constructive Supt. of Holt's Wharf, identified the articles as which fittings, and hinges of an ice chest, Government property.

Defendant had nothing to say but received one month from Mr. Hutchison.

SHELL OUPUT.

The "Shell" Transport and Trading Company, Limited, announce that the total production of crude oil for the year 1918 of the companies owned or controlled by them or their associates amounts to about 4,000,000 tons, exclusive of Russian production.

This compares with 5,115,957 tons for 1917, of which 1,530,970 tons was Russian, and for 1916, 5,155,000 tons, of which 1,533,156 was Russian. Consequently after making allowance for the loss of Russian production, the figures show a considerable increase on the year.

A GOOD RULE FOR THE HOME.

MAKE it a rule of your home to always have on hand a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy as a safeguard against bowel complaints. It always cures promptly and no household is safe without it. For sale by all Chemists and Storekeepers.

TEN IS.

R.E. v. U.S.R.C. "B."

The Hongkong League match was won yesterday by the U.S.R.C. by seven games. Scores:—

Lieut. Colonel Taylor and Lieut. Raworth, R.E., lost to Captain Gray and Surg. Lieut. Comdr. Cockroft, 3-4; beat Colonel Clement Smith and Major Greenaway, 6-3; beat Lieut. Sutherland and Capt. Middlemass, 8-3.

Serg. Major Jewsbury and Corp. Townsend, R.E., beat Gray and Cockroft, 6-5; lost to Clement Smith and Greenaway, 5-6; beat Sutherland and Middlemass, 7-4.

Serg. Heath and Corp. Millard, R.E., lost to Gray and Cockroft, 3-4; lost to Clement Smith and Greenaway, 4-7; lost to Sutherland and Middlemass, 4-7.

Totals: U.S.R.C. "B." 53 games; R.E., 46 games.

88th CO. R.G.A. "A" v. R.A.M.C. "B."

Played yesterday and won easily by 88th CO. R.G.A. by 25 games. Scores:—

C.S.M. Pragnell and Sgt. Annaiya, No. 88 CO., beat Lt. Cpl. Elbury and Pte. Cresdee, 7-2; beat Cpl. Woolman and Cpl. Horrocks, 6-3; lost to Pte. Ricks and Pte. Roberts, 4-5. C.Q.M.S. Talkond and Sgt. Davis, No. 88 CO., beat Elbury and Cresdee, 7-2; beat Woolman and Horrocks, 8-1; beat Ricks and Roberts, 7-2.

Cpl. Rollett and Dr. Amy, No. 88 CO., beat Elbury and Cresdee, 6-3; lost to Woolman and Horrocks, 4-5; lost to Ricks and Roberts, 4-5.

Totals: 88th CO. R.G.A. "A." 53 games; R.A.M.C. "B." 28 games.

88th CO. R.G.A. "B" v. 87th CO. R.G.A.

Played at Stonecutters yesterday, the visitors winning easily by 31 games. Scores:—

Sgt. Hastings and Gr. Baines, No. 88 CO., beat Mr. Boweman and Gr. Ashworth, 8-1; beat Sgt. Chapman and Sgt. Clark, 6-3; beat Sgt. Wedlake and Cpl. Samuels, 5-4.

Cpl. Taylor and Gr. Moss, No. 88 CO., beat Boweman and Ashworth, 6-3; beat Chapman and Clark, 5-4; Wedlake and Samuels, 7-1.

Totals: No. 88 CO. R.G.A. "B." 56 games; No. 87 CO. R.G.A., 25 games.

OPIUM.

Mr. Hutchison fined a Chinese \$25 this morning, for being in possession of one tael of non-Government opium.

TO-DAY'S ADVERTISEMENTS.

NOTICE.

THE Offices and Stations of the CHINESE MARITIME CUSTOMS for Kowloon and District WILL BE CLOSED to Public Business on June 2, 1919, (24th day, 3th moon), being the day of the Summer Holiday.

T. D. MOORHEAD.

Commissioner of Chinese Customs.

York Buildings,

Hongkong, May 29, 1919.

NANTO YUSEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship

"RIOJUN MARU,"

FROM JAPAN.

CONSIGNEES OF Cargo are hereby

informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox will be subject to rent.

All claims against the steamer must be presented to the Underigned on or before the 10th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th prox. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

Hongkong, May 29, 1919.

NOTICES.

Gets 'em up in the morning!

THERE'RE no lazy young laggards when they know that one of the following CEREALS are on the morning bill of fare. It's a bright-and-early rush out of bed and a pell-mell race to the breakfast table—double quick!

YELLOW CORNFMEAL in 2 lbs. tin 45 cts.
HOMINY GRITS in 2 lbs. tin 45 cts.
CRACKED WHEAT in 2 lbs. tin 45 cts.
FARINA (pure wheat), in 2 lbs. tin 45 cts.
PUFFED WHEAT per tin 50 cts.
PUFFED RICE per tin 50 cts.
GRAPE NUTS per tin 30 cts.
ROLLED OATS per pkt. 45 cts.

AND RALSTON'S Select BRAN

Specially recommended for constipation.

30 cts. per pkt.

RALSTON'S select BRAN is always effective, for instead of tearing down, it builds up, because it is a food, not a drug.

LANE, CRAWFORD & CO.

NEW MUSIC

"A LITTLE BIT MORE"
"POOR BUTTERFLY"
"JUST A BABY'S PRAYER"
"HAWAIIAN BUTTERFLY"
"SMILES"

ETC., ETC.

THE ANDERSON MUSIC COY.
18, DES VREUX ROAD.

TEL. 1322.

THE BROWNLOW FILTER

British throughout for nearly 90 years. Is a National Necessity everywhere. A copious, clear, germfree supply always obtainable, with the water as sparkling as when drawn from the spring.

Sole Agents: MUSTARD & CO.,

4, DES VREUX ROAD CENTRAL. TELEPHONE 1186.

AGENTS IN FOOCHEW, AMOY, SWATOW and CANTON: BRITISH AMERICAN TOBACCO CO.

AQUAPERIA.

For Constipation, Liver Disorders and Biliary Complaints

Believes

GROUP and BERMUTISM

and prevents

INDIGESTION.

A BRITISH APERIENT MINERAL WATER.

BOTTLED AT

HARROGATE SPRING, ENGLAND.

FOR SALE AT THE COLONIAL DISPENSARY.

14, Queen's Road, Central. Telephone No. 1877.

BURGOYNES Pty., Ltd

SPECIALLY SELECTED BURGUNDY.

WINE GROWERS TO H. M. THE KING.

Note the Great Reduction in Price:

Burgundy Reserve per case 1 doz. Quarts duty paid \$20.
" 2 doz. Pints " \$21.

SOLE AGENTS:

GANDE, PRICE & CO., LTD.,

WINE MERCHANTS,

14, QUEEN'S ROAD, CENTRAL.

TEL. NO. 122.

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P. & O.-BRITISH INDIA
& APCAR LINES

(COMPANIES INCORPORATED IN ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
AUSTRALASIA, WEST INDIES, MAURITIUS, EAST &
SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.MARSEILLES & LONDON.
VIA STRAITS, COLOMBO AND PORT SAID.

H.M.T.	Leave Hongkong about	Due Marseilles about	Due London about
"NEURALIA"	29th May at 3 p.m.	30th June	8th July
"NOYARA"	7th August	9th Sept.	18th Sept.

BOMBAY VIA STRAITS AND COLOMBO.

Due Bombay about

CALCUTTA VIA STRAITS AND RANGOON.

H.M.T.	Leave Hongkong about	Due Calcutta about
"ARRATON APCAR"	Early June	Due Calcutta June.

SHANGHAI AND KOBE.

Wireless on all steamers.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, &c. apply to:
MACKINNON, MACKENZIE & CO.,
Dee Vaux Road Central, HONGKONG. Agents.OCEAN TRANSPORT CO., LTD.
(TAIYO KAIUN KAISHA).

FOR VANCOUVER AND SEATTLE.

Space and Particulars apply to DODWELL & CO., LTD., Agents.

S.S. "EGREMONT CASTLE"

Will be despatched for NEW YORK via Suez
on or about 26th June.

For freight and further particulars apply to

DODWELL & CO., LIMITED,
AGENTS.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS
with transshipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINES
Sailings from Hongkong.

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THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S.S. CO.)Regular Service of Steamers Between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.For JAVA PORTS:
BANKI MARU on 12th June.
BORNEO MARU on 15th July.
HOKUTO MARU on 27th July.For JAPAN PORTS:
BORNEO MARU on 11th June.
HOKUTO MARU on 21st June.
BANKI MARU on 4th July.
BORNEO MARU on 26th July.
HOKUTO MARU on 28th Aug.
BORNEO MARU on 9th Sept.

For Freight or Passage apply to DODWELL & CO., LTD., Agents.

O. S. K.
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.
AMUR MARU Sunday, 1st June.
*ANDOS MARU Tuesday, 10th June.
*Call Marseilles.SINGAPORE & BOMBAY—Monthly service, taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamers.
KASADO MARU Thursday, 12th June.SUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS,
DURBAN & CAPE TOWN via SINGAPORE.
HAWAII MARU Sunday, 15th June.SINGAPORE & COLOMBO—Regular fortnightly service via Singapore.
KASADO MARU Thursday, 12th June.SAIGON, BANGKOK, SINGAPORE—Regular monthly service.
CINNAMON MARU Sunday, 1st June.SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N.Z., and ADELAIDE.
BANKING MARU Sunday, 1st June.VICTORIA, VANCOUVER, SEATTLE, TACOMA.
Regular fortnightly service touching at intermediate ports in Japan and
taking cargo to OVERLAND POINTS U.S. in connection with Chicago,
Milwaukee and St. Paul Railway.CANADA MARU Saturday, 7th June.
DAITOKU MARU Monday, 2nd June.JAPAN PORTS—MOJI, KUBE, YOKKAICHI & YOKOHAMA.
KEELUNG, TAKAO via SWATOW, AMOY.
These steamers have excellent accommodation for 1st and 2nd class passengers.
Passengers will arrive and depart from the O.S.K. WHARF,
near the Harbour Office.For TAKAO via SWATOW and AMOY.
BOSHI MARU Thursday, 6th June, at 9 a.m.
*KAIYO MARU via SWATOW and AMOY.
KAIYO MARU Sunday, 1st June, at 10 a.m.For sailing dates & other particulars please apply to:
Y. YASUDA, Manager.
No. 1, Queen's Building.

TO THOSE GOING AWAY

Keep in touch with local happenings
by subscribing to"THE OVERLAND CHINA MAIL"
All the News of Hongkong and the Far East.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STRAITS	NO SAIL
SWATOW & SINGAPORE	CHENYU	May 30, at 10 a.m.
SHANGHAI & TSINGTAO	KWANGSANG	June 1, Daylight.
MANILA, CEBU & ILOILO	TAKING	June 2, at 3 p.m.
SWATOW & BANGKOK	LIANGCHOW	June 3, at Noon.
HOIHOW & BANGKOK	LUCHOW	June 4, at 11 a.m.
SHANGHAI	SUTANG	June 5, at Noon.
SHANGHAI & TSINGTAO	CHENYU	June 6, Daylight.

SHANGHAI LINE—PASSENGERS, MAIL, and CARGO. Excellent
saloon accommodation, amplitudes, Electric Light and Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai
(thrice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STRAITS	NO SAIL
MANILA	LOONGSANG	FRIDAY, May 30, at 3 p.m.
SHANGHAI	WINGSANG	SUNDAY, June 1, Daylight.
SHANGHAI via SWATOW	KWONGSANG	TUESDAY, June 3, Daylight.
TSINGTAO via WEIHAWEI	CHIPSANG	TUESDAY, June 3, Daylight.
SHANGHAI	CHOWSANG	TUESDAY, June 3, Daylight.
STRAITS & CALCUTTA	FOOKSANG	TUESDAY, June 3, at 3 p.m.
MANILA	YUENSANG	FRIDAY, June 6, at 3 p.m.
SINGAPORE	CHUNSANG	SATURDAY, June 7, at 3 p.m.
KOBE	KWANGSANG	SATURDAY, June 7, at 5 p.m.

CALCUTTA LINE—This line is now being re-organized and will shortly afford frequent and
regular sailings to Calcutta via Singapore and Penang.
Sailings from Calcutta to Hongkong and Penang
can be obtained for Northern and Yangtze Ports via Shanghai. Through Bill of Lading
is issued to all Northern and Yangtze Ports.SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai,
sometimes calling at Swatow.
Sailings from Canton to Hongkong and Penang
can be obtained for Northern and Yangtze Ports via Shanghai. Through Bill of Lading
is issued to all Northern and Yangtze Ports.MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger
accommodation, sailings from both ports every Friday.HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at
Haiphong when indicated on chart.BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having
excellent accommodation for passengers.TIENSHAN LINE—A regular service is run from March to October between Hongkong and
Tientsin, calling at Weihaiwei and Chiao.Under Straits Government Passenger Regulations. All European Passengers, leaving the Colony
for Straits Settlements, are required to produce on arrival at destination passports with their
Photographs and description affixed thereto.
For Freight or Passage apply to—THE GENERAL MANAGERS
JARDINE, MATHESON & Co., Ltd.THE ADMIRAL LINE.
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

The following U.S. Shipping Board Steamers
will be despatched for
SEATTLE, TACOMA, VICTORIA, VANCOUVER.
"WESTERN KNIGHT" About June 16th.
"WEST HEMATITE" About Aug. 10th.

For PORTLAND Direct.

"WEST MUNHAM" About June 26th.
"WEST CELINA" About Aug. 16th.
Through Bills of Lading issued to Overland Common Points.FOR FREIGHT AND PARTICULARS APPLY TO:
THE ADMIRAL LINE.
JOHN J. GORMAN, GENERAL AGENT.
Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.TOYO KISEN KAISHA.
SAN FRANCISCO LINE.SHANGHAI, INLAND SEA, JAPAN and HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong.
PERSIA MARU	9,000	18th June.
KORRA MARU	20,000	26th June.
NIIPPON MARU	11,000	7th July.
TENYO MARU	29,000	21st July.
SIBERIA MARU	20,000	30th July.
SHINYO MARU	22,000	13th August.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO, BALIMO GUTZ, BAILEA,
CALLAO, AERICA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers	Tons	Leave Hongkong:
KIYO MARU	17,800	July 12th.
ANYO MARU	18,500	Sept. 10th.
SEIYO MARU		Nov. 4th.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd.
and the Pacific Mail Steamship Co.
Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc. apply to—T. DAIGO, MANAGER,
KING'S BUILDING.

Telephone Nos. 2374 and 2375.

Koninklyke Paketvaart Maatschappij.
(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE Steamship

"VAN WAERWYCK"

will be despatched on the 12th June to—
SINGAPORE, PENANG and BELAWEN DELI.
This Vessel offers excellent Cabin-accommodation for Malacca-passengers.
Wireless Telegraphy.

For Freight and Passage apply to:

JAVA-CHINA-JAPAN LIJN,
AGENTS.

Telephone No. 1674.

SHIPPING

CANADIAN PACIFIC
OCEAN SERVICES LIMITED

PACIFIC SERVICE

SAILINGS FROM HONGKONG TO VANCOUVER

via NAGASAKI (or Moji) KORE and YOKOHAMA.

STEAMER	From Hongkong	Arrive Vancouver
Empress of Asia	12th June.	30th June.
Empress of Japan	25th June.	16th July.
Empress of Russia	10th July.	28th July.
Monteagle	22nd July.	16th Aug.
Empress of Asia	7th Aug.	25th Aug.
Empress of Japan	20th Aug.	10th Sept.
Empress of Russia	4th Sept.	22nd Sept.
Monteagle	27th Sept.	22nd Oct.
Empress of Asia	2nd Oct.	20th Oct.
Empress of Japan	15th Oct.	5th Nov.
Empress of Russia	30th Oct.	17th Nov.

"FARES HONGKONG TO EUROPE."

"EMPERESS OF RUSSIA" Gold \$491.00

"EMPERESS OF ASIA" Gold \$436.00

"EMPERESS OF JAPAN" Gold \$436.00

Payable in Local currency at demand rate on New York.

For particulars regarding passage fares, sailings, ship and reservation of accommodation, also insurance of life and descriptive literature, apply to—
P. D. BUTTERLAND,
General Agent, Passenger Department.For freight rates and through bills of lading, apply to—
J. H. WALLACE,
General Agent.

HONGKONG.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
Accommodation for First Class Passengers. Electric Light and Fans in Saloons
and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.
(Occupying 9 to 10 Days)

STEAMER	From Hongkong	Leave
"HAIKONG"	Capt. J. W. Evans	FRIDAY, 30th May at 1 p.m.
"QUINNEBAUG"	Capt. Medina	TUESDAY, 3rd June at 10 a.m.
"HAIKONG"	Capt. A. H. Stewart	FRIDAY, 6th June at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Black Pier).
For FREIGHT and PASSAGE apply to—
DOUGLAS LAFRAIK & Co.
General Managers.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons, American Registry). "CHINA" (10,000 tons, American Registry).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO
via SHANGHAI, JAPAN PORTS & HONOLULU.
"NANKING" August 19th, 1919. "CHINA" July 2nd, 1919.AN UNSURPASSED HIGH CLASS
PASSENGER SERVICE.O. H. RITTER, Freight and Passenger Agent.
Prince's Buildings, Ice House Street. Tel. 1354.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE
TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILING.

FROM HONGKONG: Connecting with FROM COLOMBO:
EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS en route and affording the Quickest Freight
Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to—

THE BANK LINE, LTD.,
MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO
UNITED KINGDOM & CONTINENT.FOR PARTICULARS OF SAILINGS SHIPPERS ARE
REQUESTED TO APPROACH THE UNDERSIGNED.For STEAMER SAILING.
Subject to change without notice, THE BANK LINE, LTD.
General Agents.
Or to BRIS & Co., Canton.

JAVA-PACIFIC-LIJN.

For SAN FRANCISCO Direct.

S.S. "SOERAKARTA"

Will be despatched as above on
MAY 30th, 1919.

For freight apply to

JAVA-CHINA-JAPAN-LIJN,
AGENTS.SALVAGE OF GOVERNMENT
SHIPS.

NO AWARDS TO SALVORS.

In the House of Commons, on
April 15, replying to Mr. Stewart,
Dr. Macnamara said: The s.s.
Erneston was salvaged in November,
1916. No decorations were awarded
for this service, but appreciation was
expressed by the Admiralty to the
officers and men concerned. The
Erneston was in Government service,
and the salvors were not permitted
to claim for their services on the
principle that it was the duty of
officers and men of H.M. ships to
salvage an Admiralty collier.In reply to Sir Thomas Bramsdon,
Dr. Macnamara, for the Admiralty,
said it has not been the practice to
pay salvage awards to the servants
of the Crown for services rendered
in that capacity in connection with
the salvaging of H.M. ships, or of
ships at the risk of H.M. Govern-
ment, or of an Allied Government.
In cases in which salvage awards
are made to the Admiralty on behalf
of the Crown for services rendered
by the Admiralty and their servants
in connection with the salvage of
vessels other than those referred to
above the Admiralty in turn make
awards to their servants. In the
case of the Gloucester Castle bonuses
were awarded to the crews of the
tugs assisting in the salvage of the
vessel, but this was regarded as a
special case. It is not the usual
practice to grant bonuses for such
services. The proportion of the
award made to the Admiralty on
behalf of the Crown which is re-
tained by the Admiralty does not
in general exceed three-fourths and
varies according to the extent to
which the personal efforts of the
salvors have contributed to the suc-
cess of the salvage. The apportion-
ment is usually made by the court or
arbitrator making the award, and if
no such apportionment is made the
proportions are based on the practice
of the court. I am afraid that I can
give no indication as to the net
amount which accrues to the Govern-
ment after meeting expenses, as this
is dependent upon the varying circum-
stances of each case. Where crews
of dockyard tugs are employed on
salvage operations deemed to be of
a dangerous character they are
allowed extra pay under the dock-
yard regulations, the amount of
which varies according to the status
of the vessel salvaged, and other cir-
cumstances. Such extra pay amounts
to not less than 50 per cent. of their
ordinary pay, inclusive of war ad-
vances, and in certain circumstances
an increase of 100 per cent. is
allowed.SINGAPORE'S PEACE
SPORTS.The following are the events to be
contested for at the Peace Sports
which will be held on the Race
Course on the afternoon of Saturday
appointed as a public holiday for
celebration of peace. 100 yds. flat;
100 yds. (Army only); 100 yds.
(Navy only post entries); 120 yds.
hurdles; High Jump (Army only);
High Jump (Navy only post entries);
220 yds. flat; Sack Race (post en-
tries); High Jump; 220 yds. (Army
only); 220 yds. (Navy only post en-
tries); Kangaroo Race 50 yds.
(post entries); 440 yds. Long
Jump (Army only); Long Jump
(Navy only post entries); Relay Race
Football Clubs (teams of eleven round
Race Course); Relay Race Scout
(Teams of 11 full uniform with
staves Race Course); 440 yds. (Army
only); 440 yds. (Navy only post en-
tries); Long Jump; Elephant Race
(25 yds. post entries); Obstacle Race
(220 yds. post entries); Half mile
Cycle Race (Fancy dress post entries);
Half mile flat; Tug-of-war (Army
and Navy only, teams of ten post en-
tries); Tug-of-war-Police or Clubs
(10 men boats optional). All entries
other than post entries must be made
by May 15 Forms can be obtained
from the Hon. Sec. Mr. Lim Kee
Cheok, Raffles Chambers, or from
secretaries of local clubs. In the
event of an exceptional number of
entries preliminary heats will be run
off the previous Saturday. All events
are scratch and no competitor can
take more than three prizes.—S.T.CUTICURA HEALS
PIMPLES ON FACEChest and Arms. Irritated
Awfully. Restless Nights."My face, chest, and arms were
covered with small pimples that used
to irritate awfully. They used to come
to a head and discharge and I had
restless nights. I could not keep my
hands away from the pimples."
"Then I saw an advertisement for
Cuticura Soap and Ointment, and I
thought I would give them a trial. It
was wonderful, as they ceased the pim-
ples, and now my skin is lovely and
clear after three years of torment. I
am healed." (Signed) Mrs. E. Murr,
97, James St., Melbourne-on-Sun, Eng.
"Why not use these fragrant, sup-
erlative emollients for every-day toilet
and nursery purposes and prevent
these distressing skin troubles."
"Keep in Cleanse; Ointment to Heal. British
Empire Soap Co., Ltd., 100, Strand, London, W.C.2."

SHIPPING

P. & O.-BRITISH INDIA
& APCAR LINES(COMPANIES incorporated in ENGLAND)
MAIL AND PASSENGER SERVICESSTRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED
SEA, EGYPT, EUROPE, &c.

MARSEILLES AND LONDON.

H.M.T.	Leave Hongkong about	Due MARSEILLES about	Due LONDON about
NEUTRALIA NOVABA	24th May, at 3 p.m. 7th August	30th June 9th Sept.	8th July 15th Sept.

BOMBAY via STRAITS & COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
DELWARA	24th May at Noon	10th June

CALCUTTA via STRAITS and RANGOON.

ARRIVAL APCAR	Early June	Due Calcutta June.
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SAILINGS ALSO TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S.S.	Leave Hongkong about
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Tickets interchangeable.
P. & O. Australian Tickets are interchangeable with the New Zealand
Shipping Co. (via Panama) or by Orient Company.
Passengers may travel by P. & O. Company's steamers between Singapore and
Calcutta or Madras in lieu of the section P. & O. Ticket Singapore to Colombo.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing craft are liable to be altered without notice.

NOTICE TO CONSIGNEES.
Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.
Any damaged packages must be left in the Godowns for examination by the
Company's Surveyors Messrs. Goddard and Douglas, at 10 a.m. on
Mondays and Thursdays. All claims must be presented within ten days of the
steamer's arrival here, after which time they cannot be recognised. No Claims will
be admitted after the goods have left the Godowns.
For further information, Passengers, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG.

E. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.
Telephone No. 1118. 25, Wing' Woo Street, Central.

NIPPON YUSEN KAISHA
(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
Shanghai, Kobe & Yokohama	"Mishima Maru," 15,500 tons SUNDAY, 8th June, at 11 a.m.	
Nagasaki, Kobe & Yokohama	"Sado Maru," 12,560 tons TUESDAY, 17th June, at 11 a.m.	
London & Antwerp via S'pore, Penang, Colombo, Suez & Port Said.	"Nikko Maru," 8,800 tons SATURDAY, 21st June, at 11 a.m.	
Melbourne via Manila, Zam- boanga, Thursday Is., Towns- ville, Brisbane, & Sydney	"Aki Maru," 12,300 tons SATURDAY, 19th July, at 11 a.m.	
New York via Japan	"Kaga Maru," 12,300 tons FRIDAY, 30th May, at Noon.	
Bombay via Singapore & Colombo	"Yokohama Maru," 12,340 tons SATURDAY, 14th June, at Noon.	
Calcutta via Singapore, Penang & Rangoon	"Tango Maru," 13,760 tons WEDNESDAY, 23rd June, at 11 a.m.	
	"Kirin Maru," 7,750 tons TUESDAY, 27th May.	
	"Kosoku Maru," 10,000 tons SATURDAY, 14th June.	
	"Rangoon Maru," 11,440 tons WEDNESDAY, 25th June.	

* Omitting Shanghai and/or Moji. * Wireless Telegraphy.

HONGKONG-VICTORIA B.C.-SEATTLE

MANILA, KEELUNG, SHANGHAI, NAGASAKI, KOBE,
YOKKAICHI, SHIMIDZU, YOKOHAMA & VICTORIA.
Operated by the magnificent and splendidly equipped
Passenger Steamers "Fushimi Maru," "Suwa Maru,"
"Kashima Maru" and "Katori Maru," each of over 20,000
tons displacement.

Next sailing from Hongkong:

"Fushimi Maru," SUNDAY, 2nd June, at 11 a.m.

"Katori Maru," SUNDAY, 13th July, at 11 a.m.

* Omitting Manila Eastbound.

For further information apply to

NIPPON YUSEN KAISHA.

S. YASUDA, Manager.

Telephone 292 & 293.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
of 200 feet long.
Town Office: 48, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 459.
Shipyard: Shum-Sui-Po, Kowloon, Hongkong. Telephone No. 9.
Estimates furnished on application.
WONG PING WA, Manager.
Hongkong, April 1, 1919.

VESSELS ADVERTISED AS LOADING

DESTINATION.	VESSEL'S NAMES	FOR FREIGHT APPLY TO	TO BE DEPARTURE
San Francisco via Manila	Soerakarta	Jaya China Japan Line	On 30th May.
San Francisco via Hongkong & Japan, &c.	Persia Maru	Togo Kisen Kaisha	On 13th June.
San Francisco via Shanghai, Japan &c.	Korea Maru	Togo Kisen Kaisha	On 18th June.
San Francisco via Shanghai, Japan &c.	Venezuela	Pacific Mail S.S. Co.	On 18th June, at Noon.
San Francisco via Shanghai, Japan &c.	China	China Mail S.S. Co., Ltd.	On 2nd July.
San Francisco via Shanghai, Japan &c.	Venezuela	The Admiral Line	About 14th June.
San Francisco via Shanghai, Japan &c.	Canada Maru	Osaka Shosen Kaisha	On 14th June.
Victoria, Vancouver, Seattle & Tacoma.	Fushimi Maru	Nippon Yusen Kaisha	On 22nd June, at 11 a.m.
Vancouver via Shanghai, Japan &c.	Empress of Asia	Canadian O.S. Co.	On 12th June.
Vancouver via Shanghai, Japan &c.	Empress of Japan	Canadian O.S. Co.	On 12th June.
Sydney & Melbourne	Nagasaki Maru	Osaka Shosen Kaisha	On 14th June.
Australian Ports via Manila	Tango Maru	Nippon Yusen Kaisha	On 22nd June, at 11 a.m.
New York via Suez	Kyo Maru	Togo Kisen Kaisha	On 12th July.
Nagasaki, Kobe & Yokohama	Evermont Castle	Dodwell & Co., Ltd.	About 26th June.
Shanghai, Kobe & Yokohama	Nikko Maru	Nippon Yusen Kaisha	On 21st June, at 11 a.m.
Shanghai, Kobe & Yokohama	Wingsang	Jardine, Matheson & Co., Ltd.	On 3rd June, at Noon.
Shanghai	Suiyang	Butterfield & Swire	On 1st June, at 10 a.m.
Shanghai	Daitoku Maru	Osaka Shosen Kaisha	On 2nd June, at Noon.
Straits & Calcutta	Rockang	Jardine, Matheson & Co., Ltd.	On 3rd June, at 3 p.m.
Tientsin	Chipsing	Jardine, Matheson & Co., Ltd.	On 2nd June, at Noon.
Sydney & Bangkok	Li nchow	Butterfield & Swire	On 3rd June, at Noon.
Keelung via S'pore and Amoy	Kajo Maru	Osaka Shosen Kaisha	On 1st June, at 10 a.m.
Sydney, Amoy & Foochow	Haibong	Douglas Lafrank & Co.	On 30th May, at 1 p.m.
Manila	Loongsing	Jardine, Matheson & Co., Ltd.	On 30th May, at 3 p.m.
Java	Sanri Maru	Dodwell & Co., Ltd.	Early of June.
Calcutta via S'pore & Rangoon	P. & O. S. N. Co.	P. & O. S. N. Co.	On 1st August.
Singapore, Penang, Colombo & Port Said	Amur Maru	Osaka Shosen Kaisha	On 1st June.
London and Antwerp	Kaga Maru	Nippon Yusen Kaisha	On 30th May at Noon.
London via S'pore, Pang & Cbo &c.	Kawai Maru	Osaka Shosen Kaisha	On 1st June.
Mauritius, Delagoa Bay, Durban			

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1
NANYO MARU No. 2
NANYO MARU No. 3
SODEGAURA MARU
KYODO MARU No. 13
TAMON MARU No. 1
ASOSAN MARU
CHEIAN MARU
KUMAKATA MARU.

REGULAR SERVICE FOR

FREIGHT BETWEEN

HONGKONG.

BANGKOK

and/or

SINGAPORE.

For Particulars Please Apply to—

M. KOBAYASHI, Agent.

Tel. No. 140 & 155.

Top Floor, King's Building.

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

LIMITED.

NOTICE TO CONSIGNEES.

From LONDON AND STRAITS.

THE Steamship

"GLENAPPE."

having arrived from the above Ports.

Consignees of Cargo by her are hereby

informed that all Goods are being

landed at their risk into the Godowns

and/or extra hazardous Godowns of the

Hongkong and Kowloon Wharf and Godown

Co., Ltd., whence and/or from the

wharves, delivery may be obtained.

Goods not cleared by the 2nd June,

1919, at 5 p.m. will be subject to rent.

All broken, chafed and damaged pack-

ages are to be left in the Godown,

where they will be examined by

Messrs. Goddard & Douglas, on 2nd

June, 1919 at 10 a.m.

Claims against the Steamer must

be presented within 30 days of arrival

otherwise they will not be recognized.

No Fire Insurance will be effected by

us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.

Agents.

Hongkong, May 29, 1919.

NOTICE TO CONSIGNEES.

From NEW YORK VIA PANAMA

CANAL & SINGAPORE.

THE Steamship

"TITAROEM."

having arrived. Consignees of Cargo

by her are hereby informed that all

Goods are being landed at their risk

into the hazardous and/or extra

hazardous Godowns of the Hong-

kong & Kowloon Wharf and Godown

Co., Ltd., whence and/or from the

wharves, delivery may be obtained.

Goods not cleared by June 4,

1919, will be subject to rent.

All broken, chafed and damaged pack-

ages are to be left in the Godowns

where they will be examined on

June 3, at 9.30 a.m.

Claims against the steamer must be

presented within 14 days of

arrival, otherwise they will not be re-

cognized.

No Fire Insurance will be effected.

This steamer brings on cargo from

New York originally intended for

shipment per R.S. "KAZEMBE."

Bills of Lading will be countersigned

by

THE BANK LINE, LIMITED.

Agents.

Hongkong, May 28, 1919.

P. & O. S. N. Co.

STEAM FOR
STRAITS, COLOMBO, BOMBAY,
EGYPT, MEDITERRANEAN PORTS
AND LONDON.Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTINEN-
TAL, AMERICAN AND SOUTH
AFRICAN PORTS.THE Homeward Mail Steamer *Delaware*

carrying His Majesty's Mail will

be despatched from this port on or about

23rd May taking Cargo for the above

ports. Passengers' accommodation in the

connecting vessel is secured when avail-

able before departure from Hongkong.

Silk and Valuable Cargo for Italy,

France, and London (under arrangement)

will be conveyed in this steamer

proceeding via Bombay and there

transhipped to the connecting steamer

for Marseilles and London.

Parcels will be received at this Office

until 3 p.m. the day before sailing. The

contents and value of all packages are

required.

For further particulars, sailing dates,

etc. apply to

MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong.

MITSUBISHI SHOJI

KAISHA, LTD.

(Mitsubishi Trading Co.)

COAL, GENERAL IMPORTS AND
EXPORTS.SOLE PROPRIETORS OF
TAKASHIMA, OGHI, MUIARE,
KIRIHATA, KAWAYAMA, KAWADA,
SHINNEW, KAMAYAMA, BIRAL
and OYUBARI COAL MINES.

AGENTS FOR SAKITU COAL

Head Office:—TOKYO.

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Kure, Kobe, Osaka, Tsuruga, Nagoya,
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Oita, Vladivostok, Feking, Tientsin,
Dairen, Tsingtau, Hankow, Shanghai,
Tientsin, Hongkong, Canton, Haiphong,
Manila, Singapore, Calcutta, London
and New York.Cable Address: "MITSUBISHI"
Hongkong, Haiphong, "YAWAKASAI".
Code:—A, B, C, 5th Ed.

Western Union and Bentley's.

Agency for:—THE OSAKA MARINE
& FIRE INSURANCE CO.,
LTD., OSAKA.For Particulars, apply to—
S. SATEKI, Manager.
No. 14, PRINCE STREET, HONGKONG.

MESSAGE HALL.

MRS. T. SUGITA

&
MISS HALU4 Wyndham Street,
Hongkong.

THE HONGKONG & WHAMPOA DOCK CO., LD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A.I. A.B.C. Fifth Edition, Engineering First and Second Editions, Western Union, and Watkins.

Dock Owners Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained
workmen under expert European supervision.All classes of light steel work manufactured by the above process.
Tanks, Drums, Ventilation Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS

NAME OF DOCK OR SLIP

LENGTH ON KEEL

ENTRANCE BREADTH

DEPTH OVER

ORDINARY

SPRING TIDE

HIRE OF TIME

TRAFFIC

TRAFFIC

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THE NEED FOR A LARGE ARMY.

A REMINISCENCE.

We were resting after the first battle of the Somme, writes A. A. Milre in the *Daily News*. Naturally all the talk of the Mess was of after-the-war. Ours was the H.Q. Mess, and I was the only subaltern; none of us was under thirty. With a gravity befitting our years and (except for myself) our rank, we discussed not only restaurants and revues, but also Reconstruction.

The Colonel's idea of Reconstruction included a large army of conscripts. He did not call them conscripts. The fact that he had chosen to be a soldier himself, out of all the professions to him, made it difficult for him to understand why a million others should not do the same without compulsion. At any rate, we must have the men. The one thing the war had taught us was that we must have a real Continental army.

I asked why. "There's not a reason why" on parade, but in the H.Q. Mess on active service the Colonel is a fellow human being. So I asked him why we wanted a large army after the war.

For the moment he was at a loss. Of course, he might have said "Germany," had it not been decided already that there would be no Germany after the war. He did not like to say "France," seeing that we were then enjoying the hospitality of the most delightful of French Villages. So, after a little hesitation, he said "Spain."

At least he put it like this:

"Of course, we must have an army, a large army."

"But why?" I said again.

"How else can you—can you defend the honour of your country?"

"The Navy?"

"The Navy! Pooh! The Navy isn't a weapon of attack; it's a weapon of defence."

"But you said 'defend.'"

"Attack," put in the Major, unexpectedly, "is the best defence."

"Exactly."

I hinted at the possibilities of blockade. The Colonel was scornful. "Sitting down under an insult for months and months," he called it, until you starved the enemy into surrender. He wanted something much more picturesque, more quickly effective than that. (Something, presumably, more like the Somme.)

"But give me an example," I said, "of what you mean by 'insult' and 'honour.'"

Whereupon he gave me this extraordinary example of the need for a large army.

"Well, supposing," he said, "that all the English women in Madrid were suddenly murdered, what would you do?"

I thought for a moment, and then said that I should probably decide not to take my wife to Madrid until things had settled down a bit.

"I'm supposing that you're Prime Minister," said the Colonel, a little annoyed. "What is England going to do?"

"Ah! Well, we might do nothing. After all, what is one to do? One can't restore them to life."

The Colonel, the Major, even the Adjutant, expressed their contempt for such a cowardly policy. So I tried again.

"Well," I said, "I might decide to murder all the Spanish women in London, just to even things up."

The Adjutant laughed. But the Colonel was taking it too seriously for that.

"Do you mean it?" he asked.

"Well, what would you do, sir?"

"Land an army in Spain," he said promptly, "and show them what it meant to treat Englishwomen like that."

"I see. They would resist, of course?"

"No doubt."

"Yes. But equally without doubt we should win in the end?"

"Certainly."

"And so re-establish England's honour."

"Quite so."

"I see. Well, sir, I really think my way is the better. To avenge the fifty murdered English women, you are going to kill (say) 100,000 Spaniards who have had no connection with the murders, and 50,000 Englishmen who are even less concerned. Indirectly also you will cause the death of hundreds of guiltless Spanish women and children, besides destroying the happiness of thousands of English wives. Surely my way—of murdering only fifty innocents—is just as effective and much more humane."

"That's nonsense," said the Colonel shortly.

"And the other is war?"

We were silent for a little, and then the Colonel poured himself out a whisky.

"All the same," he said, as he went back to his seat, "you haven't answered my question."

"What was that, sir?"

"What would you do in the case I mentioned. Seriously."

"Oh! Well, I stick to my first answer. I would do nothing—except, of course, ask for an explanation and an apology. If you can apologise for that sort of thing."

"And if they were refused?"

"Have no more official relations with Spain."

"That's all you would do?"

"Yes."

WHISKY SEARCH AGENTS.

ANGRY AMERICAN PASSENGERS.

A New York message of April 2 says that the zeal of prohibition agents in various parts of the country is gradually assuming the form of a serious assault upon the liberties of the travelling public. The railway administration is receiving hundreds of complaints daily of harsh and unwarranted actions by zealous of the new law in searching passengers passing from territory where alcohol is not prohibited into territory where it is.

The Mayor of Wilmington (North Carolina), Mr. P. Q. Moore, in a furious letter to the Director-General of Railways, declares that the wife of a well-known official had all her lingerie stolen from her trunk "by thugs in the guise of officers" searching for contraband liquors.

Mr. J. S. Peters, the Virginia State Prohibition Commissioner, replies to these complaints by stoutly defending his agents, who, he asserts, show "carefulness, gentility, and discrimination" in their search for hidden whisky. The agents of the Prohibition Commissioner can certainly claim that they are no respecters of persons when enforcing the search law in Virginia. Only a few days ago they went through the personal luggage of Mr. J. S. Williams, Controller of Currency, while he was travelling in a Pullman-car with a companion.

Four State prohibition agents were brought to Woodstock, Virginia, under the guard of a company of infantry to protect them from lynching by the infuriated public. They are charged with shooting and killing Mr. L. D. Hudson and Mr. R. Shackelford, who refused to obey their demand to stop their motor-car and submit to a search. The prisoners were marched to jail surrounded by soldiers, whose commanding officer, Major C. Wyatt, was obliged to address the crowd and exhort them to disperse without violence.

"And you think that that is consistent with the honour of a great nation like England?"

"Perfectly."

"Oh! Well, I don't."

An indignant silence followed.

"May I ask you a question now, sir?" I said at last.

"Well?"

"Suppose this time England begins. Suppose we murder all the Spanish women in London first. What are you going to do—as Spanish Premier?"

"Er—I don't quite—"

"Are you going to order the Spanish Fleet to sail for the mouth of the Thames, and hunt itself upon the British fleet?"

"Of course not. She has no fleet."

"Then do you agree with me—Spanish Colonel, who goes about saying that Spain's honour will never be safe until she has a fleet as big as England's?"

"That's ridiculous. They couldn't possibly."

"Then what could Spain do in the circumstances?"

"Well, she—er—she could—er—protest."

"And would that be consistent with the honour of a small nation like Spain?"

"So that what it comes to is this. Honour only demands that you should attack the other man if you are much bigger than he is. When a man insults my wife, I look him carefully over; if he is a stone heavier than I, then I satisfy my honour by ignoring him. But if he only has one leg, and is three stone lighter, honour demands that I should jump on him."

"We're talking of nations," said the Colonel, gruffly, "not of men. It's a question of prestige."

"Which would be increased by a victory over Spain?"

The Major began to get nervous. After all, I was only a subaltern. He tried to cool the atmosphere a little.

"I don't know why poor old Spain should be dragged into it like this," he said, with a laugh. "I had a very jolly time in Madrid years ago."

"Oh, I only gave Spain as an example," said the Colonel, casually.

"It might just as well have been Switzerland," I suggested.

"Talking of Switzerland—" I said, as I knocked out my pipe.

"Oh, go on," said the Colonel, with a good-humoured shrug. "I've brought this on myself."

"Well, sir, what I was wondering was—What would happen to the honour of England if fifty English women were murdered in Chamonix?"

The Colonel was silent.

"However large an army we had I went on."

The Colonel struck a match.

"It's a funny thing, honour," I said. "And prestige."

The Colonel pulled at his pipe.

"Just, fancy," I murmured, "the Swiss can do what they like to British subjects in Switzerland, and we can't get at them. Yet England's prestige does not suffer, the world is no worse a place to live in, and one can spend quite a safe holiday in Chamonix."

"I remember being there in '94," began the Major, hastily.

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POST OFFICE.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers, etc. for their use handed in at the G.P.O. will be packed and forwarded to them free.

The parcel post service to Cuba is suspended.

It is notified that all restrictions as to the use of wireless telegraphy by Merchant Vessels on the China Station have been abolished.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

No unofficial letter addressed to Abadan, Ahwas or Mohammarrak in the Persian Gulf may exceed eight ounces in weight.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

OUTWARD MAILS.

FRIDAY, May 30.
Swatow and Straits—Per CHENOTU, 8 a.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ—Per KACA MARU, Registration 9.45 a.m. Letters 10.30 a.m.
Swatow, Amoy and Foochow—Per HAI-LOUNG, 2 p.m.
Philippine Islands—Per LOONGSANG, 2 p.m.
Japan via Nagasaki, United States, Central and South America and EUROPE via AMERICA—Per SOERAKARTA, Registration 3.45 p.m. Letters 4.30 p.m.
Swatow and Bangkok—Per WAISHING, 5 p.m.

SATURDAY, May 31.
Java and Port Moresby via Batavia—Per RIOJUN MARU, 11 a.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ—Per MENTOR, Registration 11.45 a.m. Letters 12.30 a.m.
The Parcel Mail will be closed on Friday, May 30, at 5 p.m.
Shanghai and North China—Per KWANGSE, 8 p.m.
Shanghai and North China—Per WINGSANG, 5 p.m.
SUNDAY, June 1.
Swatow, Amoy and Foochow via Keelung—Per KAIJO MARU, 8 a.m.

MONDAY, June 2.
Philippine Islands—Per TAMING, 2 p.m.
Weihaiwei, Chefoo and Tientsin—Per CHILSHING, 5 p.m.
Swatow, Amoy and North China—Per KWONGSANG, 5 p.m.

TUESDAY, June 3.
Swatow and Bangkok—Per LIANG-CHOW, 8 a.m.
Swatow, Amoy and Foochow—Per QUINSEBAUG, 8 a.m.
Shanghai and North China—Per TIENTSIN, 9 a.m.

WEDNESDAY, June 4.
Fakhoi and Haiphong—Per KAIKONG, 8 a.m.
Hoibow and Bangkok—Per LUCHOW, 10 a.m.

THURSDAY, June 5.
Shanghai and North China—Per SUITYANG, 11 a.m.

FRIDAY, June 6.
Swatow, Amoy and Foochow—Per HAITAN, 1 p.m.

SATURDAY, June 7.
Shanghai and North China—Per CHENAN, 5 p.m.

TUESDAY, June 10.
Shanghai and North China—Per TEAN, 11 a.m.

ARRIVALS.

May 29.
KAIJO MARU, Jap., 1,126 tons, from Swatow, Capt. Imami, O.S.K. Wharf.

KWANGSE, Brit., 1,228 tons, from Shanghai, Capt. McDonald, E. & S. O.S. Wharf.

RIJOUN MARU, Jap., 2,900 tons, from Moji, Capt. D. Nakae, Dowell, Kowloon Wharf.

KACA MARU, Jap., 3,597 tons, from Shanghai, Capt. Segawa, N.Y.K. A6.

KASHIMA MARU, Jap., 1,475 tons, from Chikuzaki, Capt. Isakura, Dowell, C2.

CHINGCHOW, Brit., 1,168 tons, from Whampoa, Capt. J. Doyle, S.T. & Co., Wharf.

PAISHAN, Brit., 998 tons, from Canton, Capt. C. Lindbergh, C.N. Co., Ltd., Wharf.

CLEARANCES.

May 29.
NEURAJA, Brit., 3 p.m., for London via Suez, Peninsular & Oriental.

MO JOON, Chi., 7.30 a.m., for Haiphong, Wah Hong.

CHUPO MARU, Jap., 5 a.m., for Canton, M.R.K.

TAKCHEE, Brit., 8 a.m., for San Francisco via Manila, Standard Oil Co.

INNAMIRKA, Brit., 9 a.m., for Singapore & Penang via Amoy, Ho Hong.

KWANGSE, Brit., 4 p.m., for Canton, B. & S.

TIJANOCK, Dutch, 5 p.m., for Shanghai, J.C.J.L.

PROVIDENCE, Norw., 5 p.m., for Saigon, M.R.K.

ABRAKE MARU, Jap., 4 p.m., for Iloilo, O.S.K.

MOVEMENTS OF STEAMERS.
The T.K.K. s.s. *Kowa Maru* sailed from San Francisco May 21st, and will arrive at Hongkong June 18th.
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